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Follow-up to the second United Nations conference on
landlocked developing countries

Ten-year review of the implementation of the Almaty Programme of Action: Addressing the Special Needs of Landlocked Developing Countries within a New Global Framework for Transit Transport Cooperation for Landlocked and Transit Developing Countries

Report of the Secretary-General

Summary

The present report is submitted pursuant to the General Assembly resolution 68/225, by which the General Assembly requested the Secretary-General to submit a report on the 10-year review of the implementation of the Almaty Programme of Action to the second United Nations Conference on Landlocked Developing Countries, to be held from 3 to 5 November 2014 in Vienna. The report is based on the national and regional reports on the implementation of the Almaty Programme of Action, reports of the regional review meetings in Africa, Asia and Europe and Latin America, outcomes of 17 pre-conference events that have been organized to date and a large number of substantive reports prepared ahead of the conference. The report gives an appraisal of the implementation of the Almaty Programme of Action and suggests recommendations for future action.

* A/69/150.



I. Introduction

1. Thirty-two landlocked developing countries, with a total population of about 450 million, face special challenges that are associated with their lack of direct territorial access to the sea and remoteness and isolation from international markets. Their international merchandise trade depends on transit through other countries. This transit dependence, often coupled with cumbersome border-crossing procedures and inadequate transit transport infrastructure, substantially increases transport and trade transaction costs, erodes their competitive edge, discourages investors, reduces economic growth and subsequently limits their capacity to promote sustainable development. Landlockedness is, thus, a major contributor to the high incidence of extreme poverty and general underdevelopment in many such countries.

2. The Almaty Programme of Action: Addressing the Special Needs of Landlocked Developing Countries within a New Global Framework for Transit Transport Cooperation for Landlocked and Transit Developing Countries was adopted in August 2003 in Almaty, Kazakhstan, at the International Ministerial Conference of Landlocked and Transit Developing Countries and Donor Countries and International Financial and Development Institutions on Transit Transport Cooperation. The overarching goal of the Almaty Programme of Action was to forge partnerships to overcome the special problems of landlocked developing countries caused by their lack of territorial access to the sea and their remoteness and isolation from world markets and identified specific actions in five priority areas, namely, fundamental transit policy issues, infrastructure development and maintenance, international trade and trade facilitation, international support measures and implementation and review.

3. The General Assembly, in its resolution 68/270, decided to hold a comprehensive 10-year review conference on the implementation of the Almaty Programme of Action from 3 to 5 November 2014 in Vienna. The mandate of the Conference is: (a) to undertake a comprehensive appraisal of the implementation of the Almaty Programme of Action; (b) to identify effective international, regional, subregional and national policies in the area of international trade and transit transport cooperation and to review the current situation of transit transport systems in the light of new and emerging challenges, partnerships and opportunities and the means to address them; (c) to reaffirm the global commitment to addressing the special development needs of and the challenges faced by the landlocked developing countries as called for at major United Nations conferences and summits; and (d) to mobilize international support and action by and in favour of the landlocked developing countries and formulate and adopt a renewed development partnership framework for the next decade.

4. The General Assembly, in its resolution 68/225, requested the Secretary-General to submit a report on the 10-year review of the implementation of Almaty Programme of Action to the Conference. Preparations for the second United Nations Conference on Landlocked Developing Countries have been organized by intergovernmental organizations, United Nations agencies and the private sector. The landlocked developing countries undertook self-appraisals and prepared national reports on the implementation of the Almaty Programme of Action. As at mid-June 2014, the Secretariat had received national reports from 24 landlocked developing countries. In 2013, three regional review meetings were organized by the

Office of the High Representative for the Least Developed Countries, Landlocked Developing Countries and Small Island Developing States, with the support of respective regional commissions. Those meetings resulted in the adoption of final outcome documents aimed at assessing the implementation of the Almaty Programme of Action at the regional level. Regional review meetings also identified a number of priorities and recommended their inclusion in the outcome document of the Conference in Vienna. The first session of the Intergovernmental Preparatory Committee for the second United Nations Conference on Landlocked Developing Countries was held on 12 and 13 June 2014, and the second session will be held on 2 and 3 October 2014.

5. As regards preparations for the Conference by United Nations agencies, the Inter-Agency Consultative Group for least developed countries, which comprises key United Nations system entities as well as international, regional and other organizations, has held a series of meetings to coordinate concerted efforts of the United Nations system and other international organizations in support of the preparatory process, and to consult on the substantive and organizational preparations for the Conference.

6. Seventeen pre-conference events have been successfully organized, with a focus on developmental issues that are crucial to landlocked developing countries, including international trade, trade facilitation and aid for trade, road and rail financing, the role of services, transport development, impacts of climate change, desertification, land degradation and drought, information and communications technology development and connectivity and the vulnerability of landlocked developing countries to external shocks. There has also been a brainstorming meeting on the priorities for a new development agenda for landlocked developing countries and an event to discuss the implications of the World Trade Organization (WTO) Agreement on Trade Facilitation Agreement on such countries. As a result of those pre-conference events, a number of priority issues regarding landlocked developing countries have been crystallized.

7. As regards preparations by the private sector, a steering committee was established and has since held regular consultations with the aim of providing private-sector inputs to the Conference. The private sector has also participated actively in all the preparatory events. To ensure that the private sector concerns are fully addressed, the committee conducted a survey involving the business community in landlocked developing countries, aimed at establishing their priorities. The private sector also organized side events during the first session of the Intergovernmental Preparatory Committee.

8. The present report is based on annual progress reports on the implementation of the Almaty Programme of Action, a synthesis of national and regional review reports, thematic pre-conference outcome documents as well as other substantive reports. Much of the analytical work in the report is based on data available from the United Nations system, the World Bank and the Organization for Economic Cooperation and Development (OECD). Section II below contains a summary of the overall progress of the landlocked developing countries in terms of economic and social development. Section III contains an in-depth account of the progress made in the implementation of the key priorities of the Almaty Programme of Action. On the basis of that analysis, section IV includes conclusions and recommendations for a new programme of action. The report also has a statistical annex.

II. Review of the developments in the economic and social conditions of the landlocked developing countries

9. Landlockedness continues to hinder the full participation of landlocked developing countries in international trade and minimizes their comparative advantage. The Office of the High Representative for the Least Developed Countries, Landlocked Developing Countries and Small Island Developing States estimates that the level of development in landlocked developing countries is about 20 per cent lower than those countries could expect were it not for their landlockedness. In 2012, the trade volume of such countries was just 61 per cent that of coastal countries. In its publication, *Doing Business 2013: Smarter Regulations for Small and Medium-Size Enterprises*, the World Bank estimated that the basic import and export costs of landlocked developing countries were nearly twice those of their transit neighbours. Such countries spent, on average, \$3,204 to export a standardized container of cargo, whereas transit countries spent \$1,268. Furthermore, while it cost those countries \$3,884 to import a container of merchandise, their coastal neighbours incurred a cost of just \$1,434 for the same.

10. Despite these comparative disadvantages, landlocked developing countries have made tangible progress in the social and economic fields, including an annual gross domestic product (GDP) growth rate that reached 9.0 per cent in 2006 and 2007. Following the onset of the global financial and economic crisis, the annual GDP growth rate contracted sharply to about 4.0 per cent in 2009. Growth rebounded briefly to 7.1 per cent in 2010, before suffering back-to-back contraction, to a modest 5.7 per cent in 2012. GDP per capita has steadily increased, from \$939 in 2003 to \$1,433 in 2012. In 13 countries, per capita incomes have risen by more than 50 per cent. Three countries, namely, Armenia, Azerbaijan and Turkmenistan, have doubled their incomes since the start of the Almaty Programme of Action. Despite that progress, nearly two thirds of landlocked developing countries have a per capita income that is well below \$1,000.

11. The implementation of the Almaty Programme of Action coincided with periods during which there was a significant drop in growth volatility, indicating greater stability in economic growth outcomes. Before 2003, growth volatility for landlocked developing countries fluctuated by 5.7 percentage points on average. Fluctuation declined to 3.6 per cent in the period 2007-2009 before inching up to 3.7 per cent in 2010-2012. The benefits of a reduction in volatility are twofold. First, less volatility means less uncertainty, which in turn makes landlocked developing countries more attractive to both local and foreign investors. In this sense, there is likely to be a positive association between reduced volatility and future growth potential. Second, individuals in the bottom part of income distribution are generally those who suffer the most during recessions and gain the least in times of economic expansion. Accordingly, reducing volatility helps to reduce both absolute and relative poverty.

12. Besides growth volatility, inflation in landlocked developing countries has also continued to decline during the review period. Since 2000-2003, inflation has fallen from a double-digit average of 13.5 per cent to 7.0 per cent in 2010-2012. This development indicates better monetary policy management and the successful relaxation of some structural supply-side constraints that may be related to geographical isolation.

13. Landlocked developing countries manifest a high trade concentration ratio when compared with other groups of countries. On the basis of the trade diversification index of the United Nations Conference on Trade and Development (UNCTAD), which shows how a country's export structure varies from the world average, the export structure of landlocked developing countries is highly concentrated, scoring an index of 0.77 in 2010-2012. Transit developing countries and other developing countries were relatively less concentrated, at 0.69 and 0.70, respectively. Over the same period, advanced economies, with a much greater diversity of exports, had a trade diversification index of 0.47.

14. The majority of the landlocked developing countries are undergoing steady deindustrialization. In addition, they have been unable to shift their production from traditional and low productive sectors to higher productive sectors. For countries where there has been an increase in the relative share of the industry sector, much of that increase can be traced to expansion in the extractive and mining subsectors, followed by construction, particularly infrastructure development. Manufacturing, as a relative share of GDP, continues to steadily decline from around 13 per cent in 2003 to an average 10.7 per cent between 2010 and 2012. A similar trend was observed in the case of agriculture. This trend underscores the inability of the Almaty Programme of Action to spur and sustain growth in value addition. Besides slowing down economic diversification, deindustrialization undermines productive capacity and reverses structural transformation, isolating the landlocked developing countries further. It also prevents their effective and meaningful participation in global value chains and international trade. Against this reality, innovative thinking is required, along with robust industrial development policies. For many landlocked developing countries, the strengthening of the services sector remains a priority, in order to attain efficiency and growth in the more traditional areas, such as education, health care, banking and insurance, along with research and development, corporate support and tourism.

15. The World Bank's country policy and institutional assessment considers a combination of factors relevant to gender equality in developing nations, such as equal protection under law, access to health and education and institutions. While values are unavailable before the adoption of the Almaty Programme of Action, landlocked developing countries have made strong progress since 2005. Improvement in gender equality is reflected in the growing share of women employed in the non-agricultural sector, which has increased by almost 6 percentage points since the early 2000s. On average, equality in education has continued to improve over the past decade. Notable increases in the enrolment ratios of girls-to-boys in primary and secondary education have been observed from the period 2004-2006 to the period 2007-2009.

16. Education and youth literacy is important in building future human capital in developing nations. Youth literacy rates for landlocked developing countries, expressed as a percentage of population between the ages of 15 and 24, have improved on average by 4.2 percentage points from 82.7 per cent in 2000 to 86.9 per cent in 2011. This progress notwithstanding, landlocked developing countries still have one of the lowest youth literacy rates of all comparable groups.

17. The Almaty Programme of Action explicitly acknowledges that fundamental transit policy reform programmes should be accompanied by poverty reduction policies and strategies to promote sustainability. More generally, the ultimate scope

of development is to improve living conditions, not just along the monetary dimension, but also in terms of quality of life, health and human welfare. Against this backdrop, it is imperative to consider the percentage of the population in landlocked developing countries who live on less than \$1.25 per day. For the few countries where data is available, that population has decreased from about 28 per cent between 2000 and 2005 to 21 per cent between 2006 and 2011. However, extreme poverty remains prevalent in landlocked developing countries, half of which are also least developed countries. Similar patterns are evident for other human development indicators, such as infant mortality rate, maternal mortality ratio and HIV prevalence. In general, while there has been notable improvement, landlocked developing countries tend to perform poorly when compared with other groups of countries.

18. The later years of the Almaty Programme of Action have revealed several structural weaknesses of landlocked developing countries, including extreme vulnerability to social and economic shocks. Not only did the economies of those countries contract the most following the global financial and economic crises, they also experienced a much more slackened growth in international support measures, including the inflow of foreign capital such as official development assistance (ODA) and foreign direct investment (FDI) than other countries. For instance, trade in landlocked developing countries as a share of GDP declined 7 per cent, to 78.3 per cent, between 2008 and 2010. At the same time, transit developing countries witnessed a modest 1.2 per cent contraction, while the global average fell a mere 0.5 per cent. Merchandise trade was highest in 2008, when it reached 72.8 per cent of landlocked developing countries' GDP. However, it soon fell to 58.4 per cent in 2009. Even though they suffered a greater impact, landlocked developing countries' receipts of net ODA, expressed as a percentage of gross national income, fell from 9.6 in 2007-2009, to 8.5 in 2010-2011, while there was a slight increase in transit developing countries and other developing countries.

III. Progress achieved in the priorities of the Almaty Programme of Action

A. Fundamental transit policy issues

19. Since the adoption of the Almaty Programme of Action, notable progress has been made in reviewing regulatory frameworks applicable to transit transport and trade to eliminate inefficiencies and non-physical barriers to cross-border transport. There has been a liberalization and greater participation of the private sector in transit corridor management and infrastructure development; the establishment of stronger institutional support arrangements for transit; the entry into force of comprehensive intergovernmental agreements; an increased accession to the multilateral transit conventions; an increased collaboration of private and public sectors; and a broader cooperation at the bilateral, regional and international levels and use of electronic data exchange. Many landlocked developing countries have reviewed or are in the process of reviewing their customs legislation to ensure uniformity with their neighbours and other international standards and procedures. Such countries have increased harmonization of transport and transit policies, laws, procedures and practices with transit countries. There has been increased establishment, adoption and implementation of regional and subregional transit

facilitation agreements. Border facilities and procedures have been streamlined and harmonized, leading to increased efficiency and fewer delays.

20. The landlocked developing countries and transit neighbours have taken initiatives to strengthen and establish institutional mechanisms for coordinating work on national transit transport facilitation. For example, several countries have established national transport and trade facilitation committees that include both the public and private sectors, such as a transport facilitation committee in Mali, a national committee on trade facilitation in Burkina Faso, the Central African Republic, Botswana and Zambia, a national trade and transport facilitation committee in Armenia, Azerbaijan, Chad, Kyrgyzstan, Mongolia, Nepal, Swaziland and Tajikistan, while Kazakhstan has established a national committee on transit and Bhutan also has a national trade facilitation committee. Such committees have facilitated effective coordination among the relevant agencies responsible for international trade and transport facilitation. However, the major challenge has been their effectiveness and coordinated operational capacity.

21. Landlocked developing countries are actively involving the private sector in trade facilitation and transit policy development. For example, all Southern African Customs Union members, including landlocked Botswana, Lesotho and Swaziland, established a customs trade forum that includes the private sector in order to strengthen the relationship between customs administration and traders. At the national level, Malawi and Mongolia have included the enactment of public-private partnership policies to allow the participation of the private sector in the provision of infrastructure and services. Swaziland has established a number of national committees that meet on a regular basis to promote public-private dialogue and cooperation on such issues as formulating proper transit policy and procedures.

22. At the national level, initiatives have related to breaking up railway monopolies in some landlocked developing countries and allowing road competition. In many landlocked and transit developing countries, national railway companies now compete with road transport operators on an equal footing. Railways in many countries are now required by governments to observe commercial principles. For example, in West Africa, the railway line from Dakar to Bamako has been run since 2003 under private management. South Africa has undertaken reforms to ensure increased participation of the private sector in infrastructure development and maintenance. Asian landlocked and transit developing countries have also undertaken policy measures to liberalize transit services.

23. The private sector in landlocked developing countries has also increasingly established professional bodies, such as road transporters' associations and freight forwarders' associations, to provide platforms for representation and dialogue with governments to promote their common interests and improve the legal framework for transit transport operations. The national professional bodies are affiliated with regional and subregional bodies that represent and promote the interests of their members. These reforms help promote an environment for closer public and private sector cooperation and collaboration.

24. International conventions on transport and transit, as well as regional and subregional agreements, ratified by landlocked and transit developing countries, are the main vehicles by which the harmonization, simplification and standardization of rules and documentation can be achieved. There are over 50 United Nations conventions on international transport and trade facilitation. Seven of them are

especially relevant as they provide at least the minimum level of international harmonization to transit trade and border crossing for landlocked developing countries as identified by the Economic and Social Commission for Asia and the Pacific (ESCAP) in its resolution 48/11 on road and rail transport modes in relation to facilitation measures. There are other relevant international conventions, such as the International Convention on the Simplification and Harmonization of Customs Procedures, as amended (1999). The status of accession to these key international conventions is low, as shown in table 1 below.

25. Landlocked developing countries and transit developing countries should be given support in becoming party to these important legal instruments. In that regard, regional economic commissions and other specialized agencies can provide technical support to landlocked and transit developing countries. These organizations may further intensify capacity-building assistance, including training programmes to all stakeholders, and raise awareness and understanding of the process and implications of accession to international conventions relating to the facilitation of transit transport.

Table 1
Status of accession to or ratification of selected United Nations conventions by landlocked developing countries and transit countries as at 30 June 2014

<i>Convention</i>	<i>Number of landlocked developing countries</i>	<i>Number of transit countries</i>
Convention on Road Traffic (1968)	13	12
Convention on Road Signs and Signals (1968)	8	9
Customs Convention on the International Transport of Goods under Cover of TIR Carnets (1975)	11	5
Customs Convention on the Temporary Importation of Commercial Road Vehicles (1956)	6	3
Customs Convention on Containers (1972)	6	3
International Convention on the Harmonization of Frontier Controls of Goods (1982)	11	3
Convention on the Contract for the International Carriage of Goods by Road (1956)	10	2
International Convention on the Simplification and Harmonization of Customs Procedures, as amended (1999)	14	15

Source: www.unece.org/trans/conventn/legalinst.html and www.wcoomd.org/en/topics/facilitation/instrument-and-tools/conventions/pf_revised_kyoto_conv/instruments.aspx.

26. At the regional and subregional levels, over the years, the landlocked developing countries and their transit neighbours have established transit transport and trade facilitation agreements within their regional economic communities. There have been some decisions taken and amendments made in regional and subregional agreements in order to strengthen transport and transit facilitation and integration.

27. In Asia, substantial progress has been made in developing and implementing the Intergovernmental Agreement on the Asian Highway Network, which was adopted in 2003 and entered into force in 2005, and the Intergovernmental

Agreement on the Trans-Asian Railway Network, which was established in 2006 and entered into force in 2009. The Intergovernmental Agreement on Dry Ports was adopted and was opened for signature in Bangkok in November 2013. As at 11 July 2014, the Agreement had 15 signatories and had been ratified by two countries (Republic of Korea and Thailand). Over the review period, other relevant agreements were adopted in Asia aimed at improving transit transport and trade facilitation in the region. For example, in 2012, member States of the Shanghai Cooperation Organization concluded their negotiation on a draft agreement on the facilitation of international road transport and its annexes. Through this agreement, two more seaports in China and the Russian Federation will be accessible for transit traffic to and from Central Asia.

28. The Customs Union between Kazakhstan, Belarus and the Russian Federation, formed in 2010, has helped to significantly reduce the time taken by trucks leaving Kazakhstan and entering the Russian Federation, from seven hours to two hours. Among the Greater Mekong subregion countries, the Lao People's Democratic Republic, Thailand and Viet Nam concluded in 2012 an amended memorandum of understanding to extend the routes of the East-West Economic Corridor to their capital cities. This initiative will expand the geographical scope of transport services and offer flexibility in transport routes for operators.

29. Transport Ministers and other high-level government representatives from the Euro-Asian region signed a joint declaration on the promotion of Euro-Asian rail transport and activities towards unified railway law in February 2013 in Geneva. The Declaration contains the commitment of countries along Euro-Asian rail transport lines to work together to establish unified legal conditions for railways that are equivalent to those existing already for other modes (road, air, inland water and sea) to allow transport of cargo and containers by rail across countries with a single transport contract, a single consignment note and under a single liability.

30. The African region has made progress towards establishing the intergovernmental agreement for harmonizing the norms and standards of the Trans-African Highway road network. The third session of the African Union Conference of African Ministers of Transport, held in April 2014, endorsed the agreement. The same Conference adopted the African Road Safety Charter and Vision 2040 for Railway Development in Africa. The regional economic communities in Africa are moving increasingly towards consolidating and harmonizing policies and programmes among themselves. For example, on 12 June 2011, the Heads of State and Governments of the East African Community, the Common Market for Eastern and Southern Africa (COMESA) and the Southern African Development Community (SADC) met and signed a declaration launching negotiations for the establishment of a tripartite free trade area that will strengthen and deepen economic integration, including simplification and harmonization of customs documents and procedures; harmonization of categorization of goods; and application of integrated border management principles with the creation of one-stop border posts.

31. In West Africa, there is an increasingly close relationship between the Economic Community of West African States and the West African Economic and Monetary Union, which has led to the adoption of a common programme of action on a number of issues, including trade liberalization and macroeconomic policy convergence. In Central Africa, the Economic Community of Central African States

and the Central African Economic and Monetary Community are working increasingly towards harmonizing their policies and programmes. Those efforts, particularly on transport, communications and customs, will help to facilitate transit, transport and trade for landlocked developing countries.

32. In the Africa region, specific agreements have been reached to improve the smooth operation of some transit corridors. For example, the legal instrument for the Northern Corridor Transit and Transport Agreement between Burundi, the Democratic Republic of the Congo, Kenya, Rwanda and Uganda, adopted in 2007, is an updated version of the 1985 agreement, including an expanded mandate and allowances for new developments in the region. The agreement between Burundi, the Democratic Republic of the Congo, Rwanda, Uganda and the United Republic of Tanzania establishing the Central Corridor Transit Transport Facilitation Agency was adopted in 2006 and is aimed at using their corridor as a most effective route for the surface transport of goods between the partner States. The contracting States have agreed to grant each other the right of transit through their respective territories and to provide all possible facilities, regulations and procedures for that purpose, without any discrimination.

33. In South America, regional integration has been further deepened through the establishment of the Union of South American Nations, an intergovernmental organization that integrates the regional agreements, including the Common Market of the South (MERCOSUR) and the Andean Community. The constitutive treaty of the Union of South American Nations entered into force on 11 March 2011 and allows for wider harmonization of policies in infrastructure development.

34. Bilateral agreements are still the predominant tool for road transport transit facilitation, even in high regional integration areas. They are needed to implement local provisions, such as common procedures and opening hours of border posts. There are several examples of such bilateral agreements. China and Mongolia renewed their agreement on international road transport and its protocol in June 2011. The renewed agreement opened 36 transport routes that run through 13 border crossings between the two countries, and introduced long-term multiple entry permits for the carriage of goods to complement the existing short-term single entry permits. In August 2012, Kazakhstan and Kyrgyzstan moved to simplify formalities and procedures at their border crossings through the implementation of a single-stop inspection point for vehicles, goods and passengers at border crossings. This was the result of the agreement between the Government of Kazakhstan and the Government of Kyrgyzstan on joint control at the Kyrgyz-Kazakh borders, signed in 2006.

35. Botswana and Namibia have negotiated an agreement on the establishment of a one-stop border post at the Mamuno and the Trans-Kalahari border posts. Ethiopia has signed treaties on port utilization and services to import/export cargoes and maritime transport cooperation with Djibouti, the Sudan and Yemen. Malawi has bilateral agreements on air, road, marine and rail with Mozambique, South Africa, the United Republic of Tanzania, Zambia and Zimbabwe on transit issues. Although bilateral agreements are used frequently, a World Bank study of 70 bilateral agreements revealed that some of the bilateral treaties are over-elaborate and could be counterproductive as they introduce rigidities in implementation, deviate from international best practices or defend vested interests. A different study found that some of the bilateral agreements have been in place longer than the regional agreements and maintain old-fashioned, freight-sharing agreements between

countries that are neither consistent with general principles of customs transit nor conducive to overall transit efficiency. It is important that landlocked developing countries and their transit neighbours be supported to adopt a more comprehensive approach in formulating bilateral agreements, on the basis of international conventions, best practices, norms and standards.

36. During the review period, landlocked developing countries and transit countries have been increasingly implementing measures that considerably reduce trade transaction costs and delays at border crossing points. Those measures include the application of information technology, such as an automated system for customs data, and one-stop border posts, such as the one at Chirundu, on the border between Zambia and Zimbabwe, which has cut the border crossing time from nine days to about nine hours. Other measures include third-party motor insurance schemes, such as the "yellow card" system for the COMESA region; the reduction of roadblocks; the introduction of electronic tracking systems; the extension of working hours, for example, in Burundi and Swaziland; the use of a single administrative document for customs clearance, for example, in Burkina Faso, Chad, Lesotho, Paraguay and Swaziland; and the increased use of electronic systems for customs clearance.

37. The majority of landlocked developing countries have started to introduce information and communications technology at borders. Countries that have started to computerize their borders through an automated system for customs data include Afghanistan, Botswana, Burkina Faso, Burundi, the Central African Republic, Chad, Ethiopia, the Lao People's Democratic Republic, the former Yugoslav Republic of Macedonia, Lesotho, Malawi, Mali, Nepal, the Niger, the Plurinational State of Bolivia, the Republic of Moldova, Rwanda, Swaziland, Uganda, Zambia and Zimbabwe. Paraguay has also computerized its system, though it is using a different programme. Many landlocked developing countries, including Armenia, Azerbaijan, Burkina Faso, Kazakhstan, Kyrgyzstan, the Lao People's Democratic Republic, Mongolia, Nepal, Paraguay, the Republic of Moldova, Rwanda, Tajikistan, Uganda, Uzbekistan and Zambia, have introduced or are planning to introduce single-window border posts. Several economies have reported positive results from the implementation of that measure.

38. According to the various study reports, the number of days that landlocked developing countries take to import has decreased from 57 in 2006 to 47 in 2014. Furthermore, the number of days to export has decreased from 48 to 42 over the same period. Despite this major achievement, more is required on this priority area in order to achieve a further reduction in the number of days taken.

B. Infrastructure development and maintenance

39. The landlocked developing countries have made considerable efforts in improving transport connectivity with neighbouring countries and enhancing domestic transport connectivity by improving and upgrading their transport networks. Progress has been made in upgrading and expanding the road transit transport system, which is the leading mode of transport to the nearest sea ports for most landlocked developing countries. At the regional level, in Asia, about 6.5 per cent of the Asian Highway Network, which currently comprises a total of about 141,000 km of roads passing through 32 member States, was upgraded between 2006 and 2010. Despite that progress, about 11,915 km (8 per cent of the total) of

the roads in the Network did not meet the minimum desirable standards in 2010. According to a study by ESCAP, almost two thirds of the 11,915 km of roads under class III are in Afghanistan, Mongolia, Myanmar, Pakistan and Tajikistan (see E/ESCAP/70/5).

40. In Africa, major improvements have been made on the Trans-African Highway which has a total length of 54,120 km distributed along nine corridors. Progress has been made in the development of road infrastructure in the major transport corridors. The regional economic communities have upgraded those sections that fall within their subregions and have constructed several missing links. Progress has been made in the project to complete the missing links of the Trans-Sahara Highway, which would link Algeria and the Niger. Developments have also included the rehabilitation of 220 km of the Tanzam Highway in the United Republic of Tanzania, the construction of the South Rukuru Bridge in Malawi and the road project linking Addis Ababa with Nairobi and Mombasa, Kenya. However, overall progress has been slow and the Trans-African Highway is still characterized by missing links and poor maintenance in key segments. To provide a meaningful level of continental connectivity, about 100,000 km of regional roads are required.

41. In 2010, the African Union launched the Programme for Infrastructure Development in Africa to coordinate the efforts and use of resources for infrastructure development. The Programme comprises priority infrastructure projects on energy, transport, transboundary water and information and communications technology that are being implemented under the priority action plan for 2012 to 2020. The projects under the priority action plan are estimated to cost \$67.9 billion, including transport infrastructure projects that will cost about \$24.4 billion.

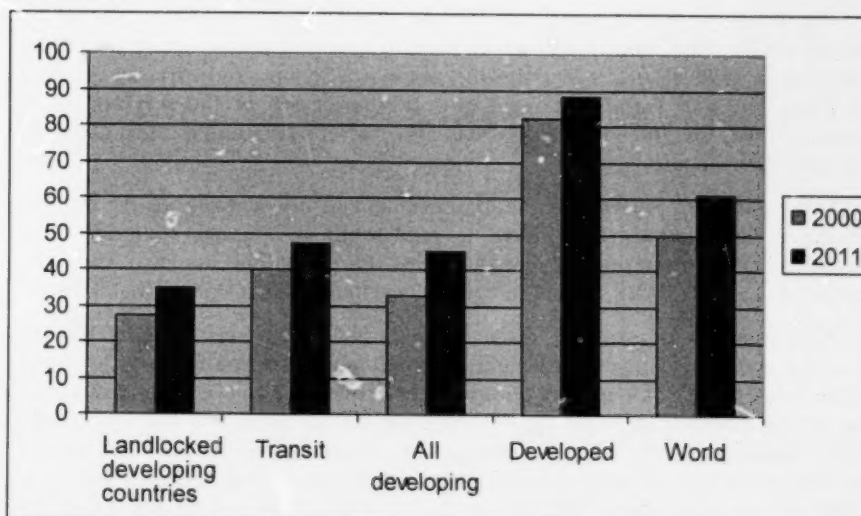
42. In South America, the Initiative for the Integration of Regional Infrastructure in South America has coordinated the development of transport, energy and telecommunications infrastructure in the region. In December 2012, the total number of transportation projects in the Initiative portfolio was 474, with highway projects accounting for the largest share at 47.5 per cent, while multimodal projects accounted for the smallest share with 3 per cent.

43. At the national level, the landlocked developing countries have been undertaking road construction projects to expand and upgrade their network over the review period. For example, the total length of the Burkina Faso road system expanded from 9,500 km in 1998 to 15,272 km in 2010, and total asphalted road length also increased by over fifty per cent during that period. In Chad, the amount of paved roads increased from 557 km in 2002 to 1,616 km in 2012. In Ethiopia, the national level road length increased from 37,018 km in 2002-2003 to 56,190 km in 2011-2012. In the Lao People's Democratic Republic, over 3,000 km of road has been rehabilitated or substantially improved over the last decade. In Azerbaijan, more than 7,000 km of roads were constructed or rehabilitated over the review period. In Tajikistan, a total of 1,650 km of highways were constructed or upgraded, improving transport between Dushanbe and border points with China, Kyrgyzstan and Uzbekistan. Kazakhstan is implementing 61 infrastructure development projects, with a total budget of over \$23 billion, which include rebuilding and upgrading of over 20,000 km of highways. Mongolia is undertaking road construction projects, some of which have already been completed. In 2012 and 2013, for example, a total of 1,820 km of roads were constructed.

44. The main source of funds for the development and maintenance of roads, as reported by the landlocked developing countries in their national reports, is through normal government budget allocation, development partners and road funds collected from road-user charges, fuel levies or budget allocations. For example, the following landlocked developing countries indicated in their national reports that they were using resources from established road funds: Botswana, Burkina Faso, Burundi, Chad, Ethiopia, Lao People's Democratic Republic, Lesotho, Malawi, Republic of Moldova, Zambia and Zimbabwe. Some countries have created road agencies, independent from line ministries, with the prime responsibility for assigning outside contracts for public works activities.

45. Overall, although the percentage of paved roads in the landlocked developing countries has improved since 2003, it remains low, with only nine countries having greater than 50 per cent and eight countries having between 20 to 49 per cent of their roads paved. When compared with the other groups of countries, landlocked developing countries have the lowest percentage of paved roads, followed by transit developing countries, as shown in figure 1.

Figure 1
Percentage of paved roads



Source: Statistics Division database.

46. Railways remain an underutilized mode of transport for many landlocked developing countries, with only 10 landlocked developing countries having 1,000 km or more of railways for freight service. The total length of the Trans-Asian Railway network, which comprises 117,500 km of railway lines serving 28 member countries, has about 10,500 km of missing links (9 per cent). Some progress has been made in the planning and construction of missing links in Azerbaijan, the Lao People's Democratic Republic, Mongolia and Uzbekistan. There has been an expansion and increase in the use of the railway network in Kazakhstan, Turkmenistan and Uzbekistan. In Africa, the railway network of 74,775 km has a very low density and is mostly located in northern Africa and southern Africa. The

regional railway network still has about 26,362 km of missing links. Not much progress has been recorded in that subsector, but some rail projects are being revitalized in western, central, eastern and southern Africa. Progress has been made in respect of railway integration in South America. In Paraguay, rail transport is currently being redesigned, with a focus on the development of integrated freight corridors, as the old route has fallen into disuse.

47. The major challenges facing development of the railway networks include limited resources to invest in the missing links, limited capacity or facilities for handling traffic, reduced availability of rolling stock, particularly the locomotives on the railway, and differences in railway gauges, resulting in the frequent loading and unloading of goods and increased delays and transport costs. Because of increasing competition with the road sector, rail companies have experienced slow or sometimes negative growth.

48. Inland waterways or river transport have played a major role in the transport of goods in the Central African Republic, Chad, Kazakhstan, the Lao People's Democratic Republic, Paraguay and the Plurinational State of Bolivia. Some of the major challenges include the need to improve the navigability of some of the rivers and the limited use of some rivers during the dry season owing to low water levels.

49. The development of roads, rail networks and inland waterways should be supplemented by the simultaneous development of support infrastructure. Ancillary infrastructure will ensure not only the safety of roads, railways and inland waterways, but also the involvement of local businesses in the services along highway, railway and inland waterway networks, thereby resulting in the creation of development corridors.

50. There has been progress in the establishment of dry ports in all the regions over the review period. The following landlocked developing countries have established or are in the process of establishing dry ports: Burkina Faso, Ethiopia, Kazakhstan, Lesotho, Mali, Nepal, Paraguay, Swaziland, Uganda and Uzbekistan.

51. With regard to air transport, cargo airfreight has increased in some landlocked developing countries. However, demand is limited by cost, which is typically priced between 4 and 5 times that of road transport and between 12 and 16 times that of sea transport. Air transport is important in supporting the passenger and tourism sectors in many landlocked developing countries. The number of registered flight carrier departures in landlocked developing countries as a group increased from about 200,000 in 2003 to about 362,800 in 2013. The major challenges faced by landlocked developing countries with respect to the air transport industry are the huge resources necessary for infrastructure investment, maintenance, rehabilitation and replacement of aged fleets, combined with a lack of skills and lack of state-of-the-art terminals. This limits the shipments by air of goods that are high-value per unit or time-sensitive in nature, such as documents, pharmaceuticals, fashion garments, electronics consumer goods and perishable agricultural and seafood products. Higher fuel prices have also prevented the increased use of air freight.

52. Pipelines provide the most cost-effective means of transport for both crude oil and its finished products. Armenia, the Plurinational State of Bolivia, Chad, Kazakhstan, the Republic of Moldova, Turkmenistan and Uzbekistan expanded their oil and gas pipelines over the review period.

53. The landlocked developing countries have made remarkable progress in improving telecommunication infrastructure, particularly Internet connectivity and cellular phones, as shown in table 7 of the annex to the present report. This has been made possible through liberalization of the telecommunication sector and the resulting increased private-sector investment. Despite this progress in information and communications technology penetration, landlocked developing countries lag behind other developing countries in terms of broadband Internet access, despite the fact that this technology could play a crucial role in increasing connectivity, boosting enterprise competitiveness and facilitating international trade. The priorities for improving information and communications technology in the landlocked developing countries include improving access to high-capacity international submarine fibre-optic cable networks for low-price international voice services, establishing higher-speed Internet access and laying high-bandwidth backbone networks to connect towns and cities within countries and promote implementation of infrastructure-sharing between transport, energy and information and communications technology sectors, in collaboration with transit neighbours.

54. A reliable, modern and affordable energy infrastructure is vital for reducing delays in transit time for landlocked developing countries' consignments and for building the productive capacity. Landlocked developing countries' economies exhibit a wide variation in rates of electrification. Even though marked improvements in electrification have been seen over the past decade, there is still a long way to go before basic energy infrastructure needs are fulfilled in most landlocked developing countries. Furthermore, the most recent data from the Africa region show that African countries endured, on average, 8.6 power outages per month in 2012. Power outages are due largely to a lack of regional interconnectivity between electricity grids and shortages in affected countries.

55. Closing the infrastructure financing gap cannot be tackled by the public sector alone. It requires forging subregional and regional cooperation on infrastructure projects, strengthening national budgets and international development assistance and enhancing the role of the private sector in infrastructure development. It is also important to explore innovative financing mechanisms, including the use of public-private partnerships, infrastructure bonds and diaspora bonds. Landlocked and transit developing countries should also consider implementing multi-sector infrastructure-sharing initiatives, for example, in roads, power and communications, so as to reduce financing requirements. Regional infrastructure funds could serve in the future as a vehicle to mobilize resources for regional infrastructure development. For example, in 2010, member States of the Association of Southeast Asian Nations (ASEAN) and the Asian Development Bank (ADB) set up the ASEAN Infrastructure Fund, with an initial equity base of \$485 million, of which \$335 million is provided by ASEAN members and the remaining \$150 million from the ADB.

C. International trade and trade facilitation

56. The Almaty Programme of Action acknowledges trade as an engine of growth when it comes to economic development. In 2003, the value of merchandise exports from landlocked developing countries was a little over \$44 billion, and accounted for a negligible 0.58 per cent of the global volume. As of 2013, the share of global merchandise export from such countries had more than doubled to 1.2 per cent. In current prices, merchandise export earnings had increased more than fivefold, to

\$227.8 billion. Compared with other groups of countries, landlocked developing countries experienced the fastest growth in merchandise export. For instance, while those countries' earnings from merchandise exports increased 415 per cent over the 10-year period, least developed countries and small island developing States achieved a growth of 366 per cent and 148 per cent respectively. Disaggregated merchandise data reveal significant disparities: over 65 per cent of revenue accrued from merchandise export between 2010 and 2012 went to just four countries.

57. There is therefore some evidence that the Almaty Programme of Action has been relatively successful in promoting the participation of landlocked developing countries in international trade. With the exception of the Central African Republic, Lesotho, Nepal, Swaziland and Tajikistan, merchandise export earnings more than doubled for all countries during the Almaty Programme of Action decade. Earnings were particularly strong for Azerbaijan, Rwanda, Zambia, the Lao People's Democratic Republic, the Plurinational State of Bolivia, Mongolia, Burkina Faso and Kazakhstan. Another important observation is that strong growth was experienced by both resource-rich and resource-poor landlocked developing countries. It is also important, once again, to stress the intra-group imbalance: in 2012, more than half of the group's merchandise exports originated from just two countries.

58. Although important, reliance on commodities to spur economic growth has limitations. For instance, the relative prices of primary commodities generally show a negative trend, which in turn, cause the worsening of the terms of trade for commodities-dependent economies. In other words, import prices for such countries rise faster than export prices, other things being the same. Over time, it would take increasing amounts of agricultural or mineral products (exports) to purchase manufactured goods (imports). Indeed, since 2000, the terms of trade of landlocked developing countries have declined by 84 per cent. Over the same time, terms of trade have deteriorated 53 per cent and 48 per cent for least developed countries and small island developing States, respectively.

59. One of the direct consequences of worsening terms of trade is the rise in trade deficit for countries that largely depend on foreign exchange earnings from commodities to pay for imported manufactured and capital goods. There are, thus, good reasons for landlocked developing countries to pursue policies and strategies that would bring about economic transformation that is in favour of manufacturing and services. They should also undertake targeted measures aimed at improving their terms of trade, since doing so would bring about a rise in real incomes, savings and a balance of payment surplus. Additionally, there is empirical evidence that suggests that changes in terms of trade could account for roughly half of output volatility among developing countries.

60. In the context of international trade, a dynamic and competitive service sector has been identified as a means of overcoming the challenge of landlockedness. Services are largely transit-neutral and manifest relatively lower transaction costs, thereby offering landlocked developing countries the prospect of exploring opportunities in which they hold a clear comparative advantage and have the potential to be truly competitive. It is for this reason that landlocked developing countries have been encouraged to shift their economies away from sectors of low productivity, such as high-bulk low-value commodities, to value-addition operations, manufactured goods and tourism. The services sector may offer turnkey projects for

many landlocked developing countries, with the potential to create well-paying jobs, spur economic and export diversification and promote environmental conservation.

61. Disaggregated services sector data reveals commendable efforts at the country level. Since 2000, 16 landlocked developing countries' economies show a steady increase in the relative component of the services in their economies. For 12 such countries with significant mineral and hydrocarbon exports, the relative share of the services has declined, suggesting the presence of "Dutch disease". Tourism, which holds great potential as an engine of growth, is yet to be adequately explored in a number of landlocked developing countries.

62. Reviewing the time, costs and documentation required for cross-border trade in landlocked developing countries helps to understand the trade facilitation progress accomplished under the Almaty Programme of Action. The data on the costs of crossing borders, contained in table 2, shows that both export and import costs remain marginally higher for landlocked developing countries than for transit developing countries and global averages. Since 2005, the cost of importing a standard container to a typical landlocked developing country has increased at an annual rate of about 5.6 per cent, while global costs have risen by 2.8 per cent, and by 2.7 per cent for transit developing countries. Export costs faced by landlocked developing countries also remain significantly higher, and continue to trend upwards. The cost for landlocked developing countries to export a standard container has increased by 44.9 per cent, from 2005 to 2013. The world average has only increased by 23.4 per cent, while similar costs have gone up by 24.9 per cent for transit developing countries over the same period.

Table 2
Costs, time and documentation related to international trade

	2005	2006	2007	2008	2009	2010	2011	2012	2013
Cost to export (United States dollars per container)									
Landlocked developing countries	2 212	2 212	2 242	2 554	2 629	2 689	2 736	3 034	3 204
Transit developing countries	1 015	1 030	1 020	1 155	1 183	1 210	1 239	1 257	1 268
Developing countries	1 308	1 297	1 265	1 410	1 440	1 464	1 494	1 578	1 627
World	1 228	1 221	1 196	1 333	1 360	1 379	1 401	1 474	1 515
Cost to import (United States dollars per container)									
Landlocked developing countries	2 690	2 690	2 715	3 056	3 143	3 257	3 300	3 626	3 884
Transit developing countries	183	1 158	1 143	1 259	1 260	1 295	1 378	1 428	1 434
Developing countries	1 450	1 430	1 405	1 551	1 581	1 635	1 665	1 740	1 779
World	1 261	1 255	1 205	1 334	1 354	1 401	1 437	1 521	1 540
Export time (days)									
Landlocked developing countries	48.83	48.83	47.63	47.13	44.87	42.93	42.37	42.13	41.53
Transit developing countries	30.44	27.63	26.63	25.09	24.25	23.56	23.13	22.79	22.27
Developing countries	31.32	29.74	28.36	27.44	26.41	25.49	24.93	24.84	24.63
World	27.66	26.23	25.17	24.29	23.49	22.69	22.17	22.07	21.86

	2005	2006	2007	2008	2009	2010	2011	2012	2013
Documents required to export									
Landlocked developing countries	9.20	9.20	8.80	8.77	8.57	8.40	8.40	8.33	8.33
Transit developing countries	7.81	7.78	7.47	7.16	7.16	7.16	7.16	7.15	7.15
Developing countries	7.20	7.17	6.98	6.88	6.82	6.78	6.76	6.77	6.78
World	6.61	6.56	6.41	6.31	6.26	6.22	6.21	6.21	6.22

Source: World Bank, *Doing Business: Smarter Regulations for Small and Medium-Size Enterprises* (Washington, D.C., 2013).

63. The implications for the relatively high export and import costs faced by landlocked developing countries include the erosion of their competitiveness, profitability and attractiveness to foreign investors. In 2013, transit developing countries spent less than 40 per cent of what it cost landlocked developing countries to export similar containers. Comparatively, this was 6 percentage points lower than what they spent in 2005.

64. World Bank data also shows that, during the reporting period, the average number of documents required for exports among landlocked developing countries decreased by 9.5 per cent, from 9.2 in 2005 to 8.3 in 2013, compared with average reductions of around 8.5 per cent and 5.9 per cent for transit developing countries and globally, respectively. Unfortunately, this progress falls well short of what is required to make landlocked developing countries' exports competitive on the world market. Relatively high shipping costs, delays and excessive and cumbersome bureaucracy persist in many landlocked developing countries. In 2005, merchandise exports from such countries took 60 per cent longer than from transit developing countries to reach their destinations. In 2013, landlocked developing countries were spending 87 per cent more time to export compared with their transit neighbours. In fact, shipping time for landlocked developing countries was 77 per cent higher than the global average in 2005, but has since increased to 89 per cent in 2013.

65. Long delays in exports and burdensome documentation are factors that further reduce trade competitiveness. It is imperative that landlocked developing countries track progress in trade facilitation by benchmarking themselves against their principal competitors, namely, transit developing countries. In other words, a competitive world market requires that import and export costs, shipping time and bureaucracy, as indicated by the number of documents, fall not necessarily in absolute terms, but in relation to potential competitors.

66. The Ninth Ministerial Conference of the World Trade Organization, held in Bali, Indonesia, from 3 to 7 December 2013 approved the "Bali package", which has been described by some as the first major agreement among WTO members since its formation in 1995. The Agreement on Trade Facilitation reached in Bali has the following five objectives: to speed up customs procedures; to make trade easier, faster and cheaper; to provide clarity, efficiency and transparency; to reduce bureaucracy and corruption; and to use technological advances. Of particular relevance to all landlocked developing countries, the Agreement has provisions on goods in transit. Part of the deal involves assistance for developing and landlocked developing countries to update their infrastructure and train customs officials, or for any other cost associated with implementing the Agreement.

67. Article 11 of the Agreement, on freedom of transit, includes the following provisions: any regulations or formalities shall not be maintained if circumstances or objectives no longer exist; traffic in transit shall not be conditioned on collection of fees, except for cost-based, transport and administrative expenses; voluntary restraints on traffic in transit shall be prohibited; the development of separate infrastructure for traffic in transit is to be encouraged; formalities and documents shall be made no more cumbersome than necessary; no charges, delays or restrictions will be imposed once goods are cleared for transit; there shall be no application of technical barriers to trade measures to transit goods; there shall be advance filing and processing of transit documentation; guarantees, limited to ensuring requirements are fulfilled, shall be discharged without delay.

68. Some estimates have pointed out that this Agreement will boost global trade by between \$400 billion and \$1 trillion. Additionally, the implementation of the Agreement is projected to reduce the costs of trade by 10-15 per cent. The conclusion of the WTO Agreement on Trade Facilitation was a major achievement and represents an important opportunity for landlocked developing countries. It is, thus, important that such countries that are already WTO members embark on the internal treaty ratification process as soon as possible and notify WTO of their acceptance of the Protocol. Landlocked developing countries should take advantage of technical assistance and capacity-building provisions to implement the Agreement. In order for landlocked developing countries to realize the full benefits, it is crucial for transit developing countries to ratify the treaty as well.

69. The implementation of the Agreement on Trade Facilitation would only be required once countries had attained the necessary capacity. In other words, the Agreement permits landlocked developing countries to undertake commitments to the extent that is consistent with their individual development, financial and trade needs. Additionally, a Committee on Trade Facilitation would hold at least one dedicated session per year to discuss problems related to implementation, review progress in the provision of technical assistance and capacity-building support, share experiences and information and review donor notifications.

70. Twelve landlocked developing countries conducted trade facilitation needs assessments in 2013. At the start of 2014, Ethiopia and Malawi were in line for the assessment, while the Republic of Moldova, the Niger, Nepal and Burkina Faso had formally requested the support of WTO to conduct the assessment. Besides this support, countries can also undertake a self-assessment to determine their technical assistance and capacity-building support needs and priorities to implement the Agreement on Trade Facilitation using relevant guidelines published and updated by WTO.

71. With the growing interlinkages in world trade, investment and production, global value chains account for a rising share of international trade. Linking such chains can facilitate greater integration of landlocked developing countries into world markets and allow them to become important links in the global production and distribution chain. Available evidence indicates that increased participation in global value chains is associated with swifter growth, greater productivity and employment creation, and can be a significant avenue for building productive capacity through technology and skills transfer.

D. International support measures

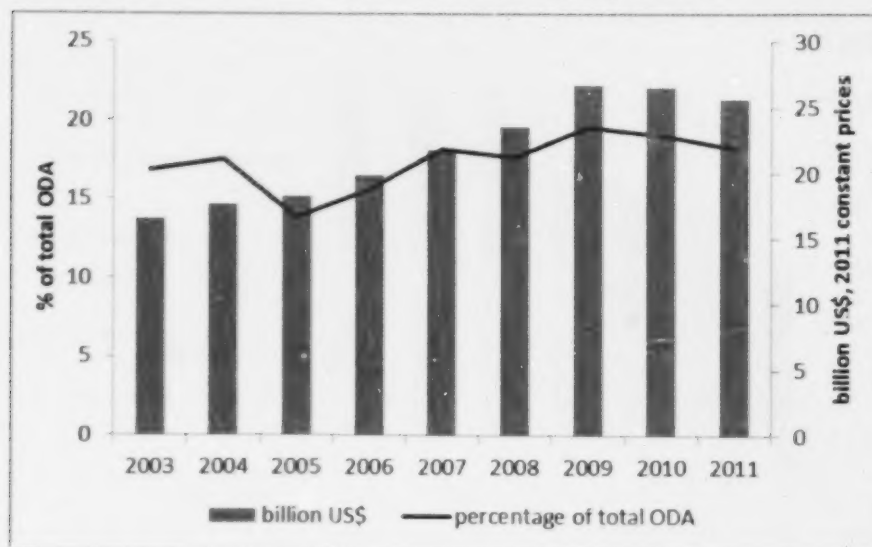
72. Though the Almaty Programme of Action recognized that the primary responsibility for implementing the Programme rests with landlocked developing countries and their transit neighbours, it also recognized that the cost implications of establishing an efficient transit transport system significantly surpass the capacity of those countries. Priority 4 of the Programme mentions the participation of the global community in aiding landlocked developing countries to overcome their development challenges. Therefore, external financing resources complement the national efforts of such countries and play a key role in supporting their economic and social progress. Resources for investment in most landlocked developing countries are predominantly foreign, especially ODA, FDI and remittances.

73. Since the adoption of the Almaty Programme of Action, the development finance flows to landlocked developing countries have continued to increase over the years. ODA has increased from \$16.5 billion to \$22.6 billion from 2003 to 2012, while FDI has increased from \$8.9 billion to about \$35 billion during the same period.

74. While the international development financing landscape is changing, ODA flows still remain the main source of external financing for many landlocked developing countries, many of which rely heavily on concessional resources. ODA plays a critical role in meeting the development challenges faced by most of the landlocked developing countries. It is an important source of external finance and foreign exchange for many such countries that are unable to access financial resources on international capital markets.

75. As a response to the ongoing effects of the global economic crisis, fiscal austerity measures in major donors have led to a decline in ODA flows in 2011 and 2012, though ODA has increased in 2013. As a result of the initial decrease, ODA flows to landlocked developing countries fell by 15 per cent, from \$26.5 billion in 2010 (in 2011 constant United States dollars) to \$22.6 billion in 2012. These figures include ODA from traditional donors, multilateral donors and non-OECD Development Assistance Committee donors. Non-DAC donors accounted only for 2.5 per cent of total receipts in landlocked developing countries in 2011. Furthermore, almost two thirds of landlocked developing countries (20) experienced a real fall in their ODA receipts in 2011. This decrease in aid could threaten development expenditures in aid-dependent landlocked developing countries.

Figure II
Official development assistance to landlocked developing countries

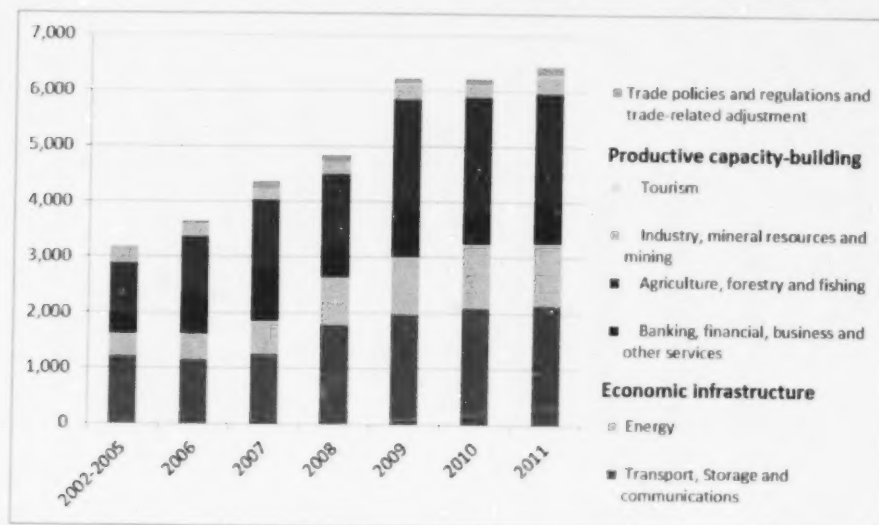


Source: Development Assistance Committee of the Organization for Economic Cooperation and Development statistics.

76. The WTO Aid for Trade initiative plays a key role in assisting landlocked developing countries' capacity-building on the formulation of trade policies; participation in trade negotiations and implementation of trade facilitation measures; development of trade-related infrastructure; and diversification of export products and strengthening of productive capacities, with a view to increasing competitiveness of their products in export markets. Aid for Trade, in combination with complementary policies, has contributed to lower trade costs, in the form of additional infrastructure, better border institutions and regulatory procedures and enhanced capacities. It also has the potential to ease the binding constraints that prevent landlocked developing countries from linking to or moving up value chains. Ultimately, Aid for Trade is essential for countries to make effective use of multilateral trading system.

77. Aid for Trade disbursements to landlocked developing countries reached \$6.4 billion in 2011, a 70 per cent real increase since 2005. But while receipts from such countries almost doubled in real terms between the 2002-2005 baseline and 2009, they largely levelled off in 2010 and increased only marginally in 2011. Thirteen landlocked developing countries experienced declines in their receipts in 2011.

Figure III

Aid for Trade disbursements to landlocked developing countries by category

Source: Development Assistance Committee of the Organization for Economic Cooperation and Development statistics.

78. Beyond their obvious need for trade-related infrastructure, landlocked developing countries stand to reap substantial gains from other Aid for Trade priorities, such as building productive capacity and trade development. Given their reliance on multi-country transit corridors, they also should benefit from the call of the WTO Task Force on Aid for Trade for greater attention to regional, subregional and cross-border issues.

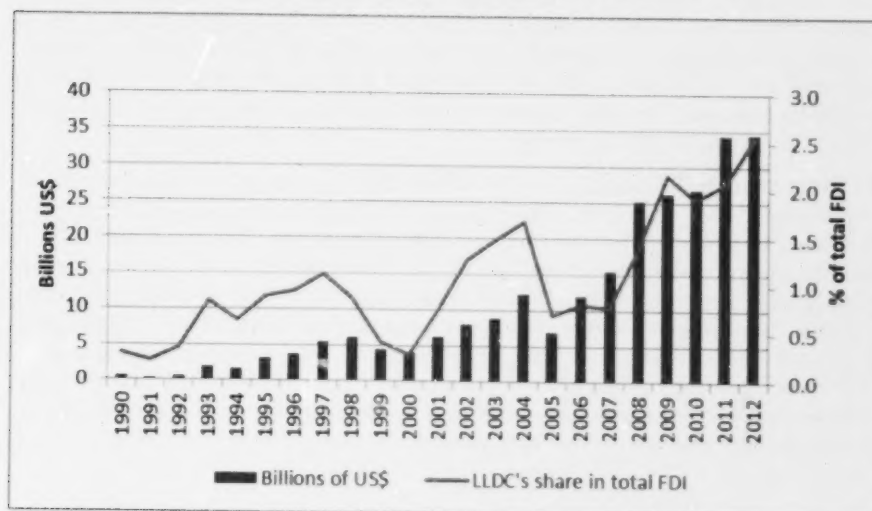
79. FDI represents a major proportion of private capital flows and is considered to be the most stable form of foreign capital. FDI has great potential to spur economic growth and development in landlocked developing countries, through employment creation and improved management techniques, transfer and spillovers of technology, knowledge and business processes, and non-debt-creating transfers of capital. FDI can also play a key role in providing infrastructure and building domestic productive capacities. In landlocked developing countries, FDI represents a major source of development financing and, since 2008, annual FDI inflows have surpassed ODA.

80. FDI inflows to landlocked developing countries reached \$34.6 billion in 2012, up from just \$8.9 billion in 2003. Inflows increased only marginally in 2012, but have jumped by almost 30 per cent since 2010. By contrast, global FDI flows declined by 18 per cent between 2011 and 2012, with the largest drop observed in flows to developed countries (over 30 per cent). Overall, landlocked developing countries managed to avoid a fall in their FDI inflows immediately following the global crisis, but their inflows largely stagnated during 2008-2010.

81. On a per capita basis, FDI to landlocked developing countries amounted to about \$81 in 2012, more than three times the amount it was in 2003 and more than two and half times the amount that was recorded for least developed countries.

Nevertheless, landlocked developing countries still receive low levels of FDI in absolute terms. They accounted for only 4.4 per cent of total flows to developing and transition countries in 2012 and just 2.6 of global FDI flows.

Figure IV
Foreign direct investment inflows to landlocked developing countries



Source: United Nations Conference on Trade and Development, Stat database.

82. However, the majority of landlocked developing countries do not attract sufficient FDI to accelerate their economic development. Only \$6.3 billion of the more than \$30 billion of FDI inflows to landlocked developing countries went to those landlocked countries that are least developed. Just four landlocked developing countries receive more than 68 per cent of FDI. Furthermore, inflows to the 15 African landlocked developing countries represented just 19 per cent of the total in 2012, compared with 25 in 2010. These countries also in general receive the lowest FDI in terms of per capita and as percentage of GDP, in particular Burundi, Burkina Faso, Bhutan, Afghanistan and Nepal.

83. The debt burden of landlocked developing countries has declined substantially in the past decade, mainly as a result of the Heavily Indebted Poor Countries Initiative and the Multilateral Debt Relief Initiative. Between 2003 and 2011, the external debt of landlocked developing countries, as a percentage of their gross national income, declined from 73 to 45 per cent. During the same time period, the debt burden rose in three landlocked developing countries. Debt servicing ratios have also declined in majority of landlocked developing countries. Twelve landlocked developing countries have received debt relief under the two initiatives. In total, as of the end of 2012, these eligible landlocked developing countries have received \$20 billion in debt relief under the Heavily Indebted Poor Countries Initiative, with an additional \$19 billion under the Multilateral Debt Relief Initiative. Debt relief under these initiatives has substantially alleviated debt burdens in landlocked developing countries. However, as the Heavily Indebted Poor Countries Initiative is nearly completed, it is important to extend some form of debt relief

assistance to those landlocked developing countries that are experiencing high debt burdens in order to prevent them from entering into unsustainable debt situations.

84. Preferential market access is an important means by which to facilitate export growth. While the special needs of landlocked developing countries have not been addressed explicitly in the WTO Doha Round of trade negotiations, developed and some developing countries have extended preferential market tariff treatment to exports from those countries, under the Generalized System of Preferences. African least developed landlocked developing countries benefit from other special schemes, including the European Union "Everything but arms" initiative for the least developed countries, and the African Growth and Opportunity Act of the United States of America for African exports.

85. Two main issues should be considered when assessing the effectiveness of market access preferences: the actual magnitude of the preference granted and the constraints to its full utilization. The magnitude of the preferences extended to a group of countries depends not only on the absolute level of the preference granted to the group, but also on the level of preferences extended to other groups of countries through non-reciprocal preferential schemes, such as the Generalized System of Preferences, free trade agreements or other similar arrangements. Additionally, preferences are eroded when further trade liberalization occurs in the importing market. Similarly, the utilization ratio of market access preferences is limited due to productive capacity challenges, non-tariff barriers and lack of competitiveness.

86. According to the World Bank, remittance flows to landlocked developing countries have grown rapidly from just \$2.3 billion in 2001 to \$22.3 billion in 2012, and are estimated to have increased further to \$25.5 in 2013. In 2012, remittances to landlocked developing countries accounted for 5 per cent of total remittance flows to developing countries. This share has been gradually increasing, as remittance flows to such countries have been growing at a more rapid pace than total remittances. The average annual growth rate of remittance inflows to landlocked developing countries between 2001 and 2012 was 23 per cent.

87. Support from South-South and triangular cooperation has been increasing over the review period. For example, corporations from the global South, in particular from China and India, accounted for 41 per cent of FDI to landlocked developing countries in 2011. Developing countries accounted for 47 per cent of official infrastructure financing in sub-Saharan Africa between 2001 and 2008. Trade between landlocked developing countries and the global South has also deepened. While those countries once traded mostly with developed countries, this inclination has gradually shifted as they begin to view other developing countries as major trading partners. South-South trade as a share of world merchandise trade rose from 13 per cent in 2001 to 26.7 per cent in 2011, while North-North trade declined from about 46 per cent to less than 30 per cent over the same period.

88. The United Nations system and other relevant international organizations have been providing continuous assistance to landlocked developing countries through, inter alia, capacity-building programmes, advisory services, support towards transport infrastructure development and the promotion of legal instruments related to trade and transport facilitation. The Office of the High Representative for Least Developed Countries, Landlocked Developing Countries and Small Island Developing States has coordinated activities in the United Nations system to ensure

the effective implementation of the Almaty Programme of Action. The Office has advocated for and raised international awareness on the special needs of landlocked developing countries in different forums, as well as the enhanced level of international support measures for landlocked developing countries. The Office successfully prepared reports on the implementation of the Programme and is currently leading the preparations of its 10-year review.

89. The United Nations regional commissions and subregional organizations assisted Member States in the implementation of the Almaty Programme of Action. The Economic Commission for Africa (ECA) has provided support to the African regional economic communities towards the implementation of the Programme in Africa. ECA provided technical assistance on trade facilitation to landlocked developing countries and transit countries. ECA, the African Union Commission, the African Development Bank (AfDB), the World Bank and the Office of the High Representative for Least Developed Countries, Landlocked Developing Countries and Small Island Developing States supported African countries in preparing an intergovernmental agreement to underpin the Trans-African Highway network.

90. The Economic Commission for Europe (ECE) promoted international transport and trade facilitation and the implementation of relevant ECE legal instruments, norms and standards, by undertaking specific initiatives under the Almaty Programme of Action and through technical assistance for customs reforms, customs transit systems and electronic trade. Trade tools created by ECE and its bodies, such as the United Nations Centre for Trade Facilitation and Electronic Business, offer many possibilities to improve the efficiency of trade, for example, the United Nations Layout Key for Trade Documents, codes and data element directories, the United Nations rules for Electronic Data Interchange for Administration, Commerce and Transport, recommendations and standards on single-window border posts and data harmonization, to improve trade information and document controls and help cope with inefficient trade procedures and other factors that impede trade. Another tool is the *Handbook of Best Practices at Border Crossings: A Trade and Transport Facilitation Perspective*, prepared in collaboration with the Organization for Security and Cooperation in Europe (OSCE).

91. The Economic and Social Commission for Asia and the Pacific (ESCAP), in cooperation with subregional organizations, has intensified technical support for facilitating international land transport by assisting in the effective implementation of subregional facilitation agreements among Member States. ESCAP provided capacity-building support to landlocked developing countries and transit countries for accession to and implementation of international conventions and formulation and implementation of subregional and bilateral agreements on transport. ESCAP has supported and coordinated regional connectivity through the development of the Intergovernmental Agreement on the Asian Highway Network, the Intergovernmental Agreement on the Trans-Asian Railway Network and the Intergovernmental Agreement on Dry Ports.

92. The Economic Commission for Latin America and the Caribbean (ECLAC) has provided technical support on the development of sustainable transport and logistics policies for countries in Latin America.

93. UNCTAD provided support to landlocked developing countries by raising awareness on the special challenges that such countries face and providing technical assistance. Since 2010, UNCTAD has dedicated a separate session to landlocked

developing countries in its annual *World Investment Report*, including an analysis of recent trends of foreign direct investment in landlocked developing countries. Furthermore, it facilitated the inclusion of the concerns of landlocked developing countries in the outcome documents of its thirteenth session and organized a special session on landlocked developing countries in the framework of the Global Services Forum, held in Beijing in May 2013. UNCTAD has provided advisory and capacity-building support to trade negotiators and policymakers from landlocked developing countries; technical assistance to landlocked developing countries acceding to WTO; and demand-based assistance on national services policy reviews to help landlocked developing countries draw maximum benefits from the services sector.

94. The United Nations Industrial Development Organization (UNIDO) provides technical assistance to landlocked developing countries with a focus on improving infrastructure and industrial capacity and reducing trade costs in order to increase the competitiveness of such countries in global markets. In cooperation with other United Nations and international organizations, UNIDO has developed an agriculture, agribusiness and agro-industries development initiative that focuses on the development of rural infrastructure, technology, land management and water technology systems and emphasizes the importance of increased private-public investments and partnerships among farmers and agribusiness in a value-chain approach.

95. The United Nations Development Programme (UNDP) plays an active role in providing international support to landlocked developing countries. As one of the six core partners of the Enhanced Integrated Framework for Trade-related Technical Assistance to Least Developed Countries, along with the International Monetary Fund, the World Bank, the International Trade Centre (ITC), WTO and UNCTAD, UNDP continues to provide trade capacity-development assistance geared towards accelerating the integration of the priorities of the Almaty Programme of Action into relevant areas of work in the 14 landlocked least developed countries. UNDP has also been providing strategic support and advice for the implementation of Aid for Trade road maps in landlocked developing countries in Europe and Asia. Several follow-up activities have been implemented at the national level, including measures aimed at strengthening the capacity of public administration authorities, establishing export promotion services aimed at farmers and increasing access to affordable finance for small and medium-sized enterprises.

96. ITC has been supporting capacity-building in landlocked developing countries in the area of trade facilitation, in particular on the simplification of cross-border procedures and processes. It has implemented projects such as national capacity-building in the implementation of the integrated framework in Chad, or the Southern African Development Community (SADC) supply chain and logistics programme in Malawi. In addition, it is building capacity with regard to improved trade information services and market research and analysis, as well as strengthening trade support institutions and the productive and export capacity of enterprises. ITC also provides assistance to landlocked developing countries on WTO accession and on the formulation and implementation of export strategies. ITC is collaborating with other agencies in the collection of official regulations and sharing the data on the newly revamped ITC market access map tool, which contains information on tariff and non-tariff measures.

97. The International Telecommunication Union (ITU) has been raising awareness of the poor state of telecommunications and encouraging landlocked developing countries to channel resources to their telecommunications sector with a view to ensuring easy access, bridging the digital divide and leveraging the power of information and communications technology and broadband as a driver for achieving the Millennium Development Goals. ITU has mainstreamed the Almaty Programme of Action in its resolutions by adopting, in 2012, a resolution on special measures for landlocked developing countries and small island developing States for access to international optical fibre networks. ITU has developed several platforms and tools for sharing data, analyses and information on key regulatory issues, in addition to best practices with regard to electronic business, electronic governance, electronic banking, electronic commerce and electronic trading, in order to enable landlocked developing countries to use information and communications technology as a catalyst in trade.

98. The World Bank has been extending finance for projects in landlocked developing countries and transit countries in the areas including customs reforms and infrastructure development that address the specific capacity constraints related to being landlocked. From 2003 to 2013, the World Bank funded at least 10 projects annually that addressed infrastructure development, trade facilitation and logistics. During the financial and economic crises, lending to landlocked developing countries peaked at around \$3 billion in 2009, though this level of lending has recently decreased, standing at around \$2 billion in 2012. The Trade Facilitation Facility, a \$40 million multi-donor trust fund created in 2009, has been designed to build capacities to speed up the implementation of trade and transport facilitation projects and reforms in low-income countries, especially targeting the needs of landlocked developing countries. Ongoing projects include supporting corridor countries in Africa and Asia, supporting the Government of the Republic of Moldova in its efforts to improve transport and logistics performance and the project to facilitate transport and transit within the Central African Economic and Monetary Community to improve roads and railway infrastructure, investment in transit and transport facilitation and institutional strengthening and capacity-building for the customs and transport sectors.

99. The consensus by WTO members on the Agreement on Trade Facilitation will bring specific benefits to landlocked developing countries by way of easing cumbersome border and customs procedures, lowering transit and transaction costs, increasing predictability and expediting the movement, release and clearance of goods. The WTO secretariat, in cooperation with other international organizations, continues to provide technical assistance to WTO members in the areas of transport and trade facilitation and capacity-building. Furthermore, WTO continues to advocate the mobilization of Aid for Trade financing, highlight the needs of its members and observers and showcase effective implementation.

100. The World Customs Organization contributes to trade facilitation by setting standards and developing tools and instruments and providing technical assistance for their implementation. The Organization launched an economic competitiveness package to support members in increasing economic growth and competitiveness through the smooth movement of goods, conveyances and people across borders. The Organization has been continuing its customs capacity-building activities, in particular through its Columbus Programme, benefiting over 20 landlocked developing countries, which aims at the full implementation of the SAFE

Framework of Standards to Secure and Facilitate Global Trade, as well as other international best practices in the area of customs administration. The Organization also regularly organizes capacity-building workshops and missions for the streamlining of customs procedures and trade facilitation, benefiting landlocked developing countries in Africa, Asia and Europe.

101. The International Road Transport Union has continued to facilitate the development of international road transport through multilateral regional instruments in Europe and Asia. The Union promotes countries to join the TIR system, an international harmonized system of customs control that facilitates trade and transport while effectively protecting the revenue of each country through which goods are carried, and has collaborated in the removal of landmines and explosive remnants of war on or adjacent to roads. In cooperation with the World Customs Organization, it is promoting training of customs officers on the TIR system in various languages. The Union's academy continues to focus on landlocked developing countries and, in partnership with six of its regional partners, has launched a project on the design and implementation of a driver training programme. It is promoting the Model Highway Initiative, which aims to create an exemplary section of motorway of up to 2,000 km in length using best practices.

102. OSCE, in collaboration with its partners, undertook capacity-building activities that include training on issues covered by the OSCE-ECE handbook (see para. 90), training on the implementation of an authorized economic operator programme and the use of information and communications technology and non-intrusive inspection methods that have benefitted landlocked developing countries in Central Asia, and a round table on the role of best practices at border crossings in the implementation of the International Convention on the Harmonization of Frontier Controls of Goods.

103. ADB has provided substantive support to developing member countries of the Central Asia Regional Economic Cooperation Programme, particularly in the areas of transport and trade facilitation. ADB has financed several projects on transport, trade facilitation and energy, in Afghanistan, Kazakhstan, Kyrgyzstan, Tajikistan, Turkmenistan and Mongolia. In the framework of South Asian regional cooperation, ADB is supporting transport and trade facilitation through the South Asia Subregional Economic Cooperation and its South Asia Regional Cooperation Strategy 2011-2015. The ADB South Asia Subregional Economic Cooperation provides trade facilitation support aimed at increasing trade, including intraregional trade of countries in the Cooperation, by reducing or removing non-tariff barriers, specifically institutional, administrative and technical barriers, to trade in Bangladesh, Bhutan and Nepal. In Bhutan and Nepal, ADB has provided support for the road, rail and air infrastructures. In the Greater Mekong Subregion, it has been involved in several projects, in particular in the Lao People's Democratic Republic, with the implementation of a comprehensive programme of action for transport and trade facilitation, adopted by the Greater Mekong Subregion member countries in 2010. In 2011, transport was the largest sector of ADB, with \$3.5 billion in loans, \$55 million in technical assistance and \$366 million in grant funding.

104. In Africa, AfDB continues to make important contributions to the growth of regional infrastructure. Since 2009, it has financed more than 70 multinational operations that include the construction and rehabilitation of cross-border roads and cross-border transmission lines, valued at more than \$3.8 billion.

105. In Latin America and the Caribbean, the Inter-American Development Bank (IADB) has provided \$5.4 billion towards infrastructure and natural resource projects over the period 2007-2011.

IV. Conclusions and recommendations

106. Being landlocked imposes a major constraint to economic growth and the attainment of the development objectives. Since its adoption, tangible progress has been registered in the implementation of the Almaty Programme of Action, which has contributed to creating awareness about the challenges faced by landlocked developing countries globally. There has been an increased visibility and recognition of such countries and their special needs at the international level and at the United Nations. Global support for landlocked developing countries in the areas of financial and technical assistance has increased over the period.

107. Some notable achievements have also been made in implementing the priority areas of the Almaty Programme of Action. In the past 10 years, landlocked developing countries have registered faster economic growth and increased trade. However, progress has been uneven and is not shared by all equally. Landlocked developing countries remain fragile because of their vulnerability to external shocks, given their limited export diversification, limited productive capacities, lack of export competitiveness and high transport and transit costs. Furthermore, during the review period, those countries' value addition from manufacturing and agriculture has declined and their export concentration ratios have increased dramatically.

108. In the light of the progress made and the challenges that landlocked developing countries still face, Member States may wish, *inter alia*, to consider the below recommendations.

109. The Almaty Programme of Action was designed largely as a sectoral programme, with a strong emphasis on infrastructure and transit. It did not address other growth and trade-determining factors, such as value addition, economic diversification, industrialization, job creation and resilience-building measures to deal with external shocks and climate change challenges. The coming development decade will need to address the special needs of landlocked developing countries in a holistic manner in order to ensure they can structurally transform their economies and achieve sustainable development and thus overcome the negative effects that their geographic constraints have on the livelihoods of people.

110. Landlocked and transit developing countries are invited to ratify and effectively implement international conventions and agreements and regional and subregional agreements on transport and trade facilitation. The international community should provide financial and technical support to landlocked and transit developing countries to implement international conventions and agreements relating to transit facilitation and support initiatives that promote transit cooperation, reduce transit costs and establish smooth logistic arrangements. They should ensure that transit transport services are operated efficiently and smoothly, without undue delays or costs to imports and exports for landlocked developing countries.

111. Landlocked developing countries and transit developing countries should strengthen effective cooperation by developing and harmonizing relevant policies, implementing them effectively through stronger follow-up and monitoring

mechanisms and prioritizing resource allocations for the development, maintenance and rehabilitation of transit transport infrastructure. They should encourage the effective participation of the private sector to improve transit facilitation. The international community should increase financial support to transit transport infrastructure, energy and information and communications technology infrastructure and trade facilitation projects in landlocked and transit developing countries so as to enhance intraregional connectivity, complete missing links and ensure the proper functioning of strategic sea corridors.

112. The international community should provide greater market access for goods originating in landlocked developing countries to mitigate high trade transaction costs stemming from their geographical disadvantages. All WTO members should ratify the WTO Agreement on Trade Facilitation and bring it into force in 2015 and implement it as per its provisions. Increased technical assistance should be extended to landlocked developing countries to ensure their effective implementation of the Agreement and in implementing relevant trade facilitation measures. Trade facilitation initiatives that have proved to work, such as one-stop border post, dry ports, the yellow card system, the use of information and communications technologies for customs clearance and the use of single-window border posts, should be replicated and fully funded in landlocked developing countries and transit countries. There is also a need to develop a networking mechanism aimed at promoting the exchange of experiences and dissemination of information to all the relevant stakeholders.

113. Landlocked developing countries should integrate trade policies into national development strategies to better harness the development benefits from international trade. They should develop their productive capacities, add value to their exports, and improve their competitiveness. Development partners should consider providing an enhanced level of financial and technical assistance aimed at supporting landlocked developing countries' efforts to diversify their exports, including through support to develop and strengthen their productive capacities, integration into the global and regional value chains and capacity-building in developing relevant policies. The international community should increase their support towards the Aid for Trade initiative, as it is providing crucial support to help landlocked developing countries implement international agreements, strategically strengthen their productive capacities, develop their infrastructure and enhance competitiveness in the global markets.

114. Landlocked developing countries should consider designing and implementing active industrial policies to promote the diversification and structural transformation of their economies and exports, increase agricultural productivity and the services sector, strengthen the role of the private sector and promote science, technology and innovation. The international community should provide an enhanced level of financial and technical support to landlocked developing countries for the development of their productive capacities and for sustainable and inclusive industrialization. They should also promote a greater allocation of their assistance to the productive sectors and take promotional measures to encourage private-sector investment in landlocked developing countries, increased agricultural productivity, technology transfers and assistance in expanding the services sector.

115. Regional integration is important for the greater integration of the landlocked developing countries in the global market. The landlocked developing countries

should promote regional integration by strengthening regional trade, transport, communication and energy networks. They should also promote the harmonization of regional policies to strengthen regional synergy, competitiveness and regional value chains. The transit developing countries should contribute to deepening regional integration through a coherent development of regional infrastructure, trade facilitation measures and regional trade agreements, including the establishment of effective and efficient customs guarantee systems, with a view to providing special preferences to landlocked developing countries in overcoming their geographic constraints. Development partners should extend financial and technical support for efforts made by landlocked developing and their transit partners in deepening regional integration, through an enhanced level of support for the implementation of key regional transport projects and regional transport agreements aimed at facilitating the cross-border movement of goods and passengers. Support for the ongoing regional integration processes in regions with landlocked developing countries should be enhanced. Those processes should create a framework in which to share the best practices for promoting regional integration on a regular basis.

116. ODA remains the major source of investment in infrastructure development in landlocked developing countries. Donor countries and financial and development institutions, in particular the World Bank, ADB, AfDB and IADB, are invited to provide greater financial resources to transit transport infrastructure projects in landlocked and transit developing countries. Special attention should be given to landlocked developing countries in the context of the Aid for Trade initiative.

117. South-South and triangular cooperation should be strengthened in the area of transit transport cooperation, the development of productive capacity and preferential market access for products of landlocked developing countries. Those countries should promote an enabling environment to attract FDI and private-sector involvement. FDI home countries are encouraged to facilitate increased FDI towards landlocked developing countries in the areas of their national priorities, in particular for transport infrastructure development, trade facilitation, technology transfer, productive sector development and value addition. They are also encouraged to provide technical cooperation and capacity-building support for landlocked developing countries to enhance negotiation skills for bringing in responsible investment and impact investing. Landlocked developing countries should also enhance their domestic resource mobilization by building their economic base, reforming and consolidating tax administration and promoting transparency, good governance and institutional development.

118. The international community should provide support to the landlocked developing countries to help them strengthen their capacity for climate change mitigation and adaptation and build resilience to external shocks.

119. While there was some integration of the Almaty Programme of Action into national development strategies of landlocked developing countries, there is a need for better integration of the successor programme into development strategies at the national, regional and global levels. The prospects and challenges of landlocked developing countries should be integrated into the programmes of the development partners, in particular in their aid, trade and development strategies. It is crucial that the interests of landlocked developing countries be clearly reflected in the post-2015 development agenda for its successful implementation and coherence with the global process.

Annex

Statistical tables

Table 1
Gross domestic product and rate of growth

Landlocked developing countries	Estimates at constant 2005 prices (millions of United States dollars)			Per capita (constant 2005 United States dollars)			Average annual rate of growth (percentage)		
	2003	2007	2012	2003	2012	2007	2003	2007	2012
Afghanistan	5 887	8 392	11 973	242	417		8.4	13.7	14.4
Armenia	3 896	6 310	6 640	1 283	2 237		14.0	13.7	7.2
Azerbaijan	9 474	22 346	28 405	1 155	3 115		11.2	25.0	2.2
Bhutan	722	1 032	1 463	1 171	2 061		7.7	17.9	9.4
Bolivia (Plurinational State of)	8 778	10 464	13 223	974	1 260		2.7	4.6	5.2
Botswana	9 248	11 653	13 328	5 046	6 684		4.6	8.7	4.2
Burkina Faso	4 812	6 043	7 969	380	493		7.8	3.6	9.5
Burundi	1 080	1 253	2 083	145	153		-1.2	4.8	4.0
Central African Republic	1 283	1 453	1 668	330	472		-5.4	8.1	6.9
Chad	4 072	5 892	7 738	455	738		14.7	3.3	8.9
Ethiopia	9 578	15 026	24 583	133	269		-2.2	11.5	8.7
Kazakhstan	47 931	69 256	87 463	3 187	5 193		9.3	8.9	5.0
Kyrgyzstan	2 303	2 753	3 209	457	572		7.0	8.5	-0.9
Lao People's Democratic Republic	2 378	3 183	4 650	427	707		6.1	7.6	8.2
Lesotho	1 302	1 495	1 905	686	929		4.7	4.7	4.0
Malawi	2 848	3 908	4 618	209	220		5.5	9.5	1.9
Mali	5 055	6 023	7 094	436	480		7.4	4.3	-0.4
Republic of Moldova	2 589	3 225	3 710	716	1 038		6.6	3.1	-0.8
Mongolia	2 127	3 020	4 557	862	1 630		7.0	10.2	12.3
Nepal	7 650	8 858	11 168	306	399		3.9	3.4	4.9
Niger	3 162	3 676	4 914	266	290		5.3	3.1	10.8
Paraguay	8 219	9 651	11 492	1 446	1 718		4.3	5.4	-1.2
Rwanda	2 196	3 035	4 491	243	390		1.5	7.6	8.0
South Sudan	..	..	5 023	..	928		..	..	53.0

Landlocked developing countries	Estimates at constant 2005 prices (millions of United States dollars)			Per capita (constant 2005 United States dollars)		Average annual rate of growth (percentage)		
	2003	2007	2012	2003	2012	2003	2007	2012
Swaziland	2 451	2 763	2 911	2 253	2 341	2.2	3.5	-1.5
Tajikistan	1 965	2 656	3 486	301	459	11.0	8.0	7.3
The former Yugoslav Republic of Macedonia	5 483	6 675	7 322	2 635	3 478	2.8	6.1	-0.3
Turkmenistan	11 880	17 369	28 434	1 469	3 270	3.3	11.1	11.7
Uganda	8 626	11 614	15 709	296	405	6.5	8.4	3.4
Uzbekistan	12 492	16 914	25 143	486	846	4.2	9.5	8.2
Zambia	6 465	8 098	11 236	593	798	5.1	6.2	7.2
Zimbabwe	6 732	5 801	8 179	511	431	-17.0	-3.7	4.4
Average	202 686	279 836	375 790	939	1 433	5.2	9.5	5.7
Transit countries	5 269 752	7 362 090	10 043 620	1 796	2 442	6.9	9.9	5.4

Source: Statistics Division.

Table 2
Official development assistance receipts

Landlocked developing countries	Net official development assistance receipts (millions of United States dollars, 2011 constant prices)			Official development assistance gross national income (percentage)		Aid for Trade Disbursements (millions of United States dollars, 2011 constant prices)		
	2003	2010	2012	2012	2007	2007	2007	2012
Afghanistan	2 164	6 743	6 094	32.8	958	1 504		
Armenia	337	362	303	2.6	95	112		
Azerbaijan	400	166	394	0.6	88	250		
Bhutan	110	141	162	9.6	30	84		
Bolivia (Plurinational State of)	1 263	719	615	2.6	146	210		
Botswana	37	163	86	0.5	15	15		
Burkina Faso	760	1 134	1 040	10.8	264	291		
Burundi	316	673	455	21.2	100	167		
Central African Republic	71	280	158	10.4	30	56		
Chad	352	514	214	3.9	35	45		

Landlocked developing countries	Net official development aid assistance receipts (millions of United States dollars, 2011 constant prices)			Official development assistance: gross national income (percentage)		Aid for Trade Disbursements (millions of United States dollars, 2011 constant prices)	
	2003	2010	2012	2012	2007	2012	2012
Ethiopia	2 120	3 723	2 501	7.8	522	594	
Kazakhstan	385	231	168	0.1	111	37	
Kyrgyzstan	268	398	505	7.8	56	122	
Lao People's Democratic Republic	422	448	451	4.6	150	162	
Lesotho	106	270	293	10.3	19	19	
Malawi	703	1 090	155	1.6	122	74	
Mali	779	1 157	1 021	28.4	323	319	
Republic of Moldova	160	501	683	10.2	46	186	
Mongolia	344	322	406	6.1	72	191	
Nepal	642	880	473	4.7	127	267	
Niger	670	792	832	4.0	103	124	
Paraguay	69	110	534	13.5	28	57	
Rwanda	458	1 097	162	0.4	99	195	
Swaziland	55	97	835	12.5	11	25	
Tajikistan	201	465	85	2.6	53	132	
The former Yugoslav Republic of Macedonia	362	198	387	5.2	46	74	
Turkmenistan	38	46	40	0.1	1	5	
Uganda	1 347	1 827	1 538	8.5	539	381	
Uzbekistan	243	244	273	0.5	28	99	
Zambia	1 059	970	941	4.9	118	139	
Zimbabwe	248	782	803	10.6	20	86	
Landlocked developing countries	16 489	26 544	22 609	3.8	4 355	5 951	

Source: Organization for Economic Cooperation and Development.

Table 3
External debt, debt service and debt relief under the Heavily Indebted Poor Countries Initiative and the Multilateral Debt Relief Initiative

	Total external debt stock (percentage of gross national income)			Total debt service (percentage of exports of goods, services and income)			Debt relief under HIPC (millions of United States dollars)	
	2003	2010	2011	2003	2010	2012	2012	2012
Afghanistan		16.0			0.2		1 280	39
Armenia	68.7	64.3	68.3		33.4			
Azerbaijan	28.4	14.6	14.9	7.1	1.4			
Bhutan	83.9	63.9	65.0		13.5			
Bolivia (Plurinational State of)	75.3	32.2	27.6	21.4	9.6	4.9	2 060	2 829
Botswana	7.1	12.2	13.8	1.2	1.4			
Burkina Faso	40.9	24.7	23.8	12.0	2.5		930	1 230
Burundi	173.5	31.6	26.9	64.2	2.1	3.4	1 366	108
Central African Republic	96.0	29.3	26.5				804	306
Chad	67.6	23.1	21.4				260	
Ethiopia	86.1	24.8	27.2	7.3	3.9	6.1	3 275	3 309
Kazakhstan	79.9	91.9	77.9	34.8	58.3	34.6		
Kyrgyzstan	115.7			21.9	22.3	12.0		
Lao People's Democratic Republic	122.4	84.2	80.3	21.9	13.2	11.5		
Lesotho	58.9	28.7	27.1	5.5	2.1	2.0		
Malawi	130.6	21.1	22.3	6.7	1.7	1.3	1 628	1 596
Mali	73.2	27.4	29.1	6.6	2.5		895	2 009
Republic of Moldova	95.4	76.4	72.0	11.5	14.4	12.8		
Mongolia	97.5	44.4	32.7	34.1	5.0	2.1		
Nepal	50.2	23.5	20.8	10.2	10.5	9.5		
Niger	78.7	23.6	23.7	8.7	2.0		1 190	1 074
Paraguay	58.6	28.3	25.7	12.3	4.5	3.6		
Rwanda	85.7	16.4	17.5	15.3	2.4	2.1	1 316	519
Swaziland	20.8	19.9	15.5	1.3	1.9			
Tajikistan	86.7	55.3	51.6	8.4	85.0	49.1		100

Source: World Bank and Statistics Division.

Merchandise trade

14-58008

	Merchandise trade							
	Total exports (millions of United States dollars)				Total imports (millions of United States dollars)			
	2003	2011	2012	2003	2011	2012	Trade Share of GDP (%)	
Kazakhstan	12 927	84 336	86 449	14 945	91 991	97 030	91	78
Kyrgyzstan	582	1 972	1 894	749	3 411	3 151	84	149
Lao People's Democratic Republic	335	2 216	2 269	463	2 404	2 848	67	85
Lesotho	476	1 172	972	588	1 226	1 041	199	155
Malawi	525	1 425	1 184	619	1 629	1 394	93	129
Mali	928	2 374	2 610	1 152	2 770	3 086	67	69
Mongolia	616	4 818	4 385	835	5 439	5 346	64	62
Nepal	662	919	911	1 075	1 862	1 929	141	128
Niger	352	1 250	1 500	415	1 393	1 605	120	128
Paraguay	2 585	7 763	7 270	2 744	13 386	12 743	44	43
Republic of Moldova	790	2 217	2 162	1 055	3 159	3 164	40	68
Rwanda	63	464	591	140	913	1 016	94	94
Swaziland	1 638	1 910	1 930	1 872	2 205	2 168	32	47
Tajikistan	797	1 257	1 358	995	1 157	1 644	203	141
The former Yugoslav Republic of Macedonia	1 367	4 478	4 002	1 737	5 571	5 042	137	83
Turkmenistan	3 632	13 000	16 500	-	-	-	119	118
Uganda	532	2 159	2 357	834	4 240	4 732	37	58
Uzbekistan	3 189	13 254	11 210	3 725	15 027	12 338	68	58
Zambia	980	9 001	9 372	1 252	9 035	9 881	70	83
Zimbabwe	1 670	3 512	3 882	2 172	3 556	-	70	120
Landlocked developing countries	44 190	220 959	225 019	49 362	262 476	270 158	80	78

Source: United Nations Conference on Trade and Development.

Note: Data for South Sudan is unavailable.

Table 5
Trading across borders — 2013

	Number of documents required for export		Cost to export a container (United States dollars)		Transit time for export (days)		Cost to import a container (United States dollars)		Transit time for import (days)	
	2005	2013	2005	2013	2005	2013	2005	2013	2005	2013
Afghanistan	10	10	2 180	4 645	67	67	2 100	5 180	80	85
Armenia	6	5	1 670	1 885	37	37	1 860	2 175	37	18
Azerbaijan	9	9	3 155	3 540	34	34	2 945	3 560	36	25
Bhutan	9	9	1 150	2 230	38	38	1 780	2 330	38	38
Bolivia (Plurinational State of)	7	7	1 425	1 440	24	24	1 452	1 745	36	24
Botswana	6	6	2 088	3 045	33	33	2 595	3 610	43	35
Burkina Faso	11	10	2 226	2 455	45	45	3 722	4 430	54	49
Burundi	9	9	2 287	2 905	47	47	4 035	4 420	71	46
Central African Republic	8	9	4 581	5 490	57	57	4 534	5 555	66	55
Chad	7	8	4 867	6 615	78	78	5 715	9 025	102	98
Ethiopia	7	7	2 037	2 180	47	47	2 790	2 760	41	44
Kazakhstan	11	10	2 730	4 885	89	89	2 780	4 865	76	69
Kyrgyzstan	15	9	2 500	4 360	64	64	2 450	5 150	75	75
Lao People's Democratic Republic	12	10	1 420	1 950	55	55	1 690	1 910	65	26
Lesotho	8	7	1 188	1 695	44	44	1 210	1 945	49	33
Malawi	7	6	1 130	1 376	17	17	1 130	1 380	15	11
Mali	11	10	1 623	2 175	45	45	2 500	2 870	54	43
Mongolia	7	6	1 752	2 440	44	44	2 740	4 405	66	32
Nepal	7	7	1 415	1 545	32	32	1 740	1 870	35	35
Niger	11	11	1 807	2 745	49	49	2 274	2 950	49	50
Paraguay	11	11	1 600	2 295	43	43	1 725	2 400	35	39
Republic of Moldova	8	8	2 743	4 475	59	59	2 946	4 500	66	62
Rwanda	7	7	1 220	1 850	36	36	1 400	2 275	33	30
Swaziland	13	7	3 840	3 245	60	60	4 000	4 990	95	30
Tajikistan	8	7	1 798	1 880	21	21	1 820	2 145	30	23
The former Yugoslav Republic of Macedonia	12	12	3 200	8 650	71	71	4 500	10 250	65	72
Turkmenistan	..	..	..	..	..	..	..	..	..	..

	Number of documents required for export		Cost to export a container (United States dollars)		Transit time for export (days)		Cost to import a container (United States dollars)		Transit time for import (days)	
	2005	2013	2005	2013	2005	2013	2005	2013	2005	2013
Uganda	12	7	1 050	2 800	38	38	2 945	3 375	64	33
Uzbekistan	13	12	3 685	4 785	86	86	4 050	5 235	104	95
Zambia	7	7	2 098	2 765	53	53	2 840	3 560	59	49
Zimbabwe	7	7	1 879	3 765	52	52	2 420	5 660	67	71
Average landlocked developing countries	9.2	8.3	2 211	3 204	49	42	2 690	3 884	57	47
Average transit countries	8.2	7.6	1 015	1 268	30	22	1 183	1 434	29	27

Source: World Bank.

Note: Data for South Sudan is unavailable.

Table 6

Selected transport indicators

	Roads				Railways (km)		Waterways (km)		Pipelines (km)		Air transport departures (thousand)		Air transport freight ^a (million ton-km)	
	Kilometres Per cent paved				2000-09		2007-11		2006		2013		2013	
	2000-08	2011	2000-08	2011	2000-09	2013	2007-11	2013	2006	2013	2000	2013	2003	2013
Afghanistan	42 150	36	..	..	..	..	1 200	..	466	466	3.4	11.8	..	84.62
Armenia	7 515	90	845	826	..	..	..	..	2 233	2 233	4	6.0	5.03	0.47
Azerbaijan	59 141	56	2 099	2 068	..	..	..	..	4 785	6 425	4.4	15.8	67.11	17.92
Bhutan	8 050	34	..	..	..	..	..	..	..	..	1.1	4.0	0.21	0.64
Bolivia (Plurinational State of)	62 479	12	2 866	3 652	..	..	10 000	..	8 994	9 646	21.6	38.3	24.52	8.02
Botswana	25 798	33	888	888	..	..	..	..	..	..	6.7	9.2	0.28	0.14
Burkina Faso	92 495	20	622	622	..	..	..	..	..	..	3.4	3.2	0.00	0.06
Burundi	12 322	10	..	..	..	..	Lake Tanganyika	..	..	..	..	..	..	..
Central African Republic	24 307	6.8	..	..	..	..	2 800	..	..	..	1.5	..	..	..
Chad	40 000	1	..	..	..	..	seasonal	..	250	582	1.5	0.1	..	0.46
Ethiopia	42 429	14	..	..	..	..	..	..	..	..	26.6	65.9	93.47	791.31
Kazakhstan	93 123	90	14 205	14 319	..	..	4 000	..	24 740	26 963	8.0	55.0	20.80	66.92

	Roads				Railways (km)		Waterways (km)		Pipelines (km)		Air transport departures (thousand)		Air transport, freight ^a (million ton-km)	
	Kilometres, Per cent paved													
	2000-08	2011	2000-09	2013	2007-11	2006	2013	2000	2013	2003	2013			
Kyrgyzstan	34 000	91	417	417	600	270	496	6.1	7.7	4.85	0.59			
Lao People's Democratic Republic	29 811	14	..	..	4 600	540	540	6.4	19.6	1.91	1.41			
Lesotho	5 940	18	..	..	..	..	..	..	..	..	..			
Malawi	15 451	45	797	797	700	..	..	4.8	1.6	1.18	0.01			
Mali	18 709	25	734	593	1 800	..	..	1.5	2.8	..	1.19			
Mongolia	49 250	4	1 810	1 818	580 (seasonal)	..	..	6.2	8.9	0.54	0.83			
Nepal	17 280	54	59	59	..	..	..	12.1	28.9	7.58	10.21			
Niger	18 951	21	..	..	300 (seasonal)	..	..	1.5	1.0	5.75	5.76			
Paraguay	29 500	16	36 ^a	36	3 100	..	..	7.6	6.4	..	1.08			
Republic of Moldova	12 755	86	1 156	1 157	424	1 906	1 906	3.7	7.5	0.00	0.00			
Rwanda	14 008	19	..	..	Lac Kivu (shallow)	..	..	..	10.8	..	20.00			
Swaziland	3 594	30	300	300	..	..	..	2.6	..	..	..			
Tajikistan	27 767	..	616	621	200	587	587	4.0	6.2	3.80	1.87			
The former Yugoslav Republic of Macedonia	13 840	58	699	699	..	388	388	8.0	..	0.14	..			
Turkmenistan	24 000	81	3 181	4 980	1 300	7 864	9 001	21.9	1.4	13.56	2.77			
Uganda	70 746	23	261	2 244	lakes	..	..	0.3	8.1	23.41	0.86			
Uzbekistan	81 600	87	4 230	4 280	1 100	10 574	11 345	30.1	23.7	70.98	107.25			
Zambia	66 781	22	1 273	2 157	2 250	771	771	6.1	7.6	0.03	0.00			
Zimbabwe	97 267	19	2 583	3 427	Lake Kariba	270	270	13.6	11.3	18.49	32.68			
Landlocked developing countries	1 141 059	37	34 192	45 960		63 002	73 632	221.6	362.8	363.63	1 157.08			

Source: World Bank, *World Development Indicators 2014* (Washington, D.C., 2014) and United States Central Intelligence Agency.

Note: Data for South Sudan is not available.

^a Air freight is the volume of freight carried on each flight stage measured in metric tons times kilometres travelled.

Table 7
Selected telecommunication indicators

Landlocked developing countries	Telephone lines and cellular subscribers per 100 population						Internet users per 100 population			
	Main lines			Cellular						
	2003	2007	2012	2003	2007	2012	2003	2007	2012	2012
Afghanistan	0.2	..	0.0	0.9	17.7	60.4	0.1	1.9	5.5	5.5
Armenia	18.6	20.9	19.7	3.8	62.8	111.9	4.6	6.0	39.2	39.2
Azerbaijan	11.2	14.3	18.5	12.6	51.5	108.8	..	14.5	54.2	54.2
Bhutan	3.8	4.4	3.6	0.4	22.0	75.6	2.4	5.9	25.4	25.4
Bolivia (Plurinational State of)	6.8	7.0	8.4	14.2	33.6	90.4	3.5	10.5	34.2	34.2
Botswana	7.2	7.2	8.0	24.3	60.1	153.8	3.3	5.3	11.5	11.5
Burkina Faso	0.5	0.8	0.9	1.9	13.1	60.6	0.4	0.8	3.7	3.7
Burundi	0.3	0.3	0.2	0.9	3.2	22.8	0.2	0.7	1.2	1.2
Central African Republic	0.2	..	0.0	1.0	8.3	25.3	0.2	0.4	3.0	3.0
Chad	0.1	0.3	0.2	0.7	8.6	35.4	0.3	0.8	2.1	2.1
Ethiopia	0.6	1.1	0.9	0.1	1.5	22.4	0.1	0.4	1.5	1.5
Kazakhstan	15.1	21.0	26.8	9.0	80.0	185.8	2.0	4.0	53.3	53.3
Kyrgyzstan	7.9	9.4	8.9	2.8	42.2	124.2	3.9	14.0	21.7	21.7
Lao People's Democratic Republic	1.2	1.6	1.8	2.0	24.6	64.7	0.3	1.6	10.7	10.7
Lesotho	1.8	2.4	2.5	6.6	24.7	75.3	1.5	3.4	4.6	4.6
Malawi	0.7	1.3	1.4	1.1	7.7	29.2	0.3	1.0	4.4	4.4
Mali	0.5	0.6	0.8	2.2	19.9	98.4	0.3	0.8	2.2	2.2
Republic of Moldova	20.3	29.4	34.3	12.2	51.3	102.0	7.4	20.5	43.4	43.4
Mongolia	5.6	7.1	6.3	12.9	46.0	120.7	..	9.0	16.4	16.4
Nepal	1.5	2.7	3.0	0.3	12.6	59.6	0.4	1.4	11.1	11.1
Niger	0.2	0.3	0.6	0.7	6.3	31.4	0.2	0.4	1.4	1.4
Paraguay	4.9	6.4	6.1	31.2	76.6	101.6	2.1	11.2	27.1	27.1
Rwanda	0.3	0.2	0.4	1.4	6.4	49.7	0.4	2.1	8.0	8.0
Swaziland	4.2	4.0	3.7	7.8	33.5	65.4	2.4	4.1	20.8	20.8
Tajikistan	3.8	4.1	4.9	0.7	30.0	81.5	0.1	7.2	14.5	14.5
The former Yugoslav Republic of Macedonia	25.2	22.1	19.4	37.3	85.6	106.2	19.1	36.3	63.1	63.1
Turkmenistan	8.1	9.4	11.1	0.2	7.9	76.4	0.4	1.4	7.2	7.2

Landlocked developing countries	Telephone lines and cellular subscribers per 100 population									
	Main lines					Cellular				
	2003	2007	2012	2003	2007	2012	2003	2007	2012	Internet users per 100 population
Uganda	0.2	0.5	0.9	2.9	13.7	45.0	0.5	3.7	14.7	
Uzbekistan	6.7	6.8	6.9	1.3	21.3	71.0	1.9	7.5	36.5	
Zambia	0.8	0.8	0.6	2.2	21.8	74.8	1.0	4.9	13.5	
Zimbabwe	2.4	2.7	2.2	2.9	9.6	91.9	6.4	10.9	17.1	
Average landlocked developing countries	3.0	3.7	3.9	3.2	18.6	60.6	1.3	3.7	13.4	
Transit average	11.1	13.6	10.7	12.2	36.3	79.4	4.6	11.1	27.0	

Source: World Bank.

Table 8
Foreign direct investment net inflows
(Millions of United States dollars)

Landlocked developing countries	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012
Afghanistan	58	187	271	238	189	94	76	211	83	94
Armenia	121	248	239	453	699	935	778	570	525	489
Azerbaijan	3 285	3 556	1 680	-584	-4 749	14	473	563	1 467	2 005
Bhutan	3	9	6	72	3	7	18	26	10	16
Bolivia (Plurinational State of)	197	85	-288	281	366	513	423	643	859	1 060
Botswana	418	391	279	486	495	521	129	-6	414	293
Burkina Faso	29	14	34	34	344	106	101	35	42	40
Burundi	0	0	1	0	1	4	0	1	3	1
Central African Republic	11	15	10	35	57	117	42	62	37	71
Chad	713	467	-99	-279	-322	466	376	313	282	323
Ethiopia	465	545	265	545	222	109	221	288	627	970
Kazakhstan	2 092	4 157	1 971	6 278	11 119	14 322	13 243	11 551	13 903	14 022
Kyrgyzstan	46	175	43	182	208	377	189	438	694	372
Lao People's Democratic Republic	19	17	28	187	324	228	190	279	301	294
Lesotho	44	56	70	60	106	112	100	114	132	172

Landlocked developing countries	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012
Malawi	66	108	140	36	124	195	49	97	129	129
Mali	132	101	224	83	73	180	748	406	556	310
Mongolia	132	93	188	245	373	845	624	1 691	4 715	4 452
Nepal	15	0	2	-7	6	1	39	87	95	92
Niger	11	20	30	51	129	340	791	940	1 066	793
Paraguay	25	28	35	95	202	209	95	228	215	320
Republic of Moldova	74	83	191	258	541	711	145	197	281	159
Rwanda	3	11	14	31	82	103	119	42	106	160
Swaziland	-61	71	-46	121	37	106	66	136	93	90
Tajikistan	32	272	54	339	360	376	16	16	11	290
The former Yugoslav Republic of Macedonia	113	324	96	433	693	586	201	212	468	135
Turkmenistan	226	354	418	731	856	1 277	4 553	3 631	3 399	3 159
Uganda	202	295	380	644	792	729	842	544	894	1 721
Uzbekistan	83	177	192	174	705	711	842	1 628	1 467	1 094
Zambia	347	364	357	616	1 324	939	695	1 729	1 108	1 066
Zimbabwe	4	9	103	40	69	52	105	166	387	400
Total landlocked developing countries	8 904	12 230	6 888	11 879	15 427	25 284	26 287	26 836	34 369	34 592
Total transit countries	97 212	120 306	151 889	178 233	238 898	311 747	237 254	270 534	338 175	332 627

Source: United Nations Conference on Trade and Development.

Note: Data for South Sudan is unavailable.

Table 9

Selected social development indicators

	Antiretroviral therapy coverage (percentage of people with advanced HIV infection)		Human development index		Life expectancy at birth, total (years)		Mortality rate, under-5, male (per 1,000)		Share of women in national parliament (percentage)	
	2009	2012	2005	2012	2003	2012	2010	2012	2003	2012
Afghanistan	1	8	46.6	49.1	56.1	60.5	106.7	101.5		27.7
Armenia	17	35	73.2	74.4	72.6	74.4	20.2	18.2	3.1	8.4

	Antiretroviral therapy coverage (percentage of people with advanced HIV infection)		Human development index		Life expectancy at birth, total (years)		Mortality rate, under-5, male (per 1,000)		Share of women in national parliament (percentage)	
	2009	2012	2003	2012	2003	2012	2010	2012	2003	2012
Azerbaijan	8	24	69.0	70.9	68.0	70.6	41.5	38.0	10.5	16.0
Bhutan	13	12	64.8	67.6	62.6	67.9	52.2	48.6	9.3	8.5
Bolivia (Plurinational State of)	16	35	64.7	66.9	64.0	66.9	48.9	45.2	18.5	25.4
Botswana	82	95	50.6	53.0	47.7	47.0	62.0	57.5	17.0	7.9
Burkina Faso	44	70	52.5	55.9	51.7	55.9	119.7	107.5	11.7	15.3
Burundi	38	58	47.8	50.9	49.2	53.6	118.6	110.8	18.4	30.5
Central African Republic	..	..	44.4	49.1	44.2	49.5	144.3	134.9	7.3	12.5
Chad	36	40	48.1	49.9	47.1	50.7	166.2	157.0	5.8	12.8
Ethiopia	36	60	55.2	59.7	54.6	63.0	82.5	74.2	7.7	27.8
Kazakhstan	..	..	65.2	67.4	65.9	69.6	25.2	21.5	10.4	24.3
Kyrgyzstan	19	23	66.6	68.0	68.3	70.0	34.0	29.7	10.0	23.3
Lao People's Democratic Republic	40	51	64.5	67.8	63.4	67.8	83.5	76.6	22.9	25.0
Lesotho	44	54	44.3	48.7	43.8	48.8	115.3	106.5	11.7	24.2
Malawi	..	..	49.0	54.8	73.8	75.0	10.6	7.9	9.3	22.3
Mali	40	69	49.0	51.9	47.3	54.7	87.8	75.6	10.2	10.2
Republic of Moldova	42	52	67.9	69.6	50.5	54.6	143.8	133.7	12.9	19.8
Mongolia	16	29	66.0	68.8	67.5	68.7	20.9	19.6	10.5	3.9
Nepal	5	5	65.6	69.1	64.4	67.3	35.8	32.6	..	33.2
Niger	13	33	51.7	55.1	63.7	68.0	48.0	44.1	1.2	13.3
Paraguay	26	46	71.2	72.7	52.8	58.0	130.1	117.0	2.5	12.5
Rwanda	62	73	52.3	55.7	70.9	72.2	26.0	24.3	25.7	56.3
Swaziland	69	87	45.9	48.9	51.9	63.5	68.0	59.0	3.1	13.6
Tajikistan	56	82	65.4	67.8	46.0	48.9	96.9	84.5	12.7	19.0
The former Yugoslav Republic of Macedonia	13	28	73.8	75.0	64.9	67.3	68.4	64.1	18.3	30.9
Turkmenistan	..	..	64.4	65.2	64.2	65.3	64.2	60.3	26.0	16.8
Uganda	37	64	50.2	54.5	50.9	58.6	85.1	75.1	24.7	35.0
Uzbekistan	13	43	67.2	68.6	67.2	68.1	48.1	45.0	7.2	22.0
Zambia	57	79	44.4	49.4	44.5	57.0	106.5	94.1	12.0	11.5

	Antiretroviral therapy coverage (percentage of people with advanced HIV infection)		Human development index		Life expectancy at birth, total (years)		Mortality rate, under-5, male (per 1,000)		Share of women in national parliament (percentage)	
	2009	2012	2003	2012	2003	2012	2010	2012	2003	2012
Zimbabwe	37	79	44.0	52.7	42.9	58.0	103.7	96.0	10.0	15.0
Average landlocked developing countries	28	48	57.6	60.6	56.5	62.0	82.6	75.5	12.1	20.2

Source: World Bank and United Nations Development Programme.

Note: Data for South Sudan is unavailable.

Table 10

Manufacturing value addition and inflation

Landlocked developing countries	Manufacturing value addition (percentage of gross domestic product)			Inflation, average consumer prices (percentage change)		
	2003	2010	2011	2010	2011	2012
Afghanistan	17.1	12.9	13.1		10.4	4.4
Armenia	16.8	10.7	10.6		7.7	2.5
Azerbaijan	9.4	5.8			7.9	1.1
Bhutan	7.4	9.1	9.3		8.9	9.7
Bolivia (Plurinational State of)	14.7	13.9	13.3		9.9	4.5
Botswana	4.1	4.0	4.2		8.5	7.5
Burkina Faso	14.3	7.8	6.7		2.8	3.6
Burundi	14.5	10.5	10.0		14.9	11.8
Central African Republic	7.3				1.2	5.2
Chad	8.0				1.9	7.7
Ethiopia	5.7	3.9	3.6		33.2	22.8
Kazakhstan	15.3	13.1	13.5		8.3	5.1
Kyrgyzstan	14.6	18.9	20.6		16.6	2.8
Lao People's Democratic Republic	8.7	7.5	7.6		7.6	4.3
Lesotho	21.2	12.8	11.7		5.6	5.3
Malawi	11.9	12.0	11.9		7.6	3.3
Mali	2.8				3.1	21.3
Republic of Moldova	18.3	12.7	13.5		7.7	0.5

Landlocked developing countries	Manufacturing value added (percentage of gross domestic product)			Inflation, average consumer prices (percentage change)		
	2003	2010	2011	2011	2012	2012
Mongolia	7.5	7.3	7.1	7.7	5.3	5.3
Nepal	8.4	6.5	6.4	9.6	4.7	4.7
Niger	6.3			2.9	15.6	15.6
Paraguay	15.0	12.2	11.9	8.3	8.3	8.3
Rwanda	6.8	6.6	6.6	5.7	3.8	3.8
Swaziland	39.9	42.6	42.2	6.1	6.3	6.3
Tajikistan	31.3	9.5	8.3	12.4	8.9	8.9
The former Yugoslav Republic of Macedonia	17.5	14.4	13.9	3.9	5.8	5.8
Turkmenistan	18.6			5.3	4.9	4.9
Uganda	7.5	8.3	8.2	18.7	14.1	14.1
Uzbekistan	9.2	9.0	8.6	12.8	12.1	12.1
Zambia	12.0	8.9	8.4	8.7	6.6	6.6
Zimbabwe	13.6	17.9	17.1	3.5	3.7	3.7
Average landlocked developing countries	13.1	11.5	11.5	10.0	7.3	7.3
Average transit developing countries	14.1	14.1	14.6	7.2	5.8	5.8

Source: World Bank and International Monetary Fund.